

Land Acquisition Comment Sheet

If any portion of your property is being acquired as a result of this project, we encourage you to comment on this sheet. Please provide your name, address, and phone number below along with any comments.

My comments are:

1. What is the main purpose of the document?
 2. What are the key findings of the study?
 3. What are the limitations of the study?
 4. What are the implications of the study?
 5. What are the conclusions of the study?
 6. What are the recommendations of the study?
 7. What are the future research directions?
 8. What are the acknowledgments?
 9. What are the references?
 10. What are the appendices?
 11. What are the footnotes?
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Please print:

Name _____
Address _____
City _____ Zip Code _____
Home Phone () _____ Work Phone () _____

Owner ☐ Tenant ☐

**Macomb Bypass Informational Meeting
Public Comment Summary**
Meetings : November 5, 1997, in Macomb, and November 6, 1997, in Carthage

Ref No.	Name	Address (shown if stated, locations in [] are assumed by staff)	Summary of Comments	Stated Preference				General Response	
				NW	NE	S	No Build	Positive	Negative
Four (4) comment sheets from Comment Box									
1	Marshall, Sue	RR 2 Colchester 82326	Favors NW Bypass to serve through traffic better and for access to Industrial Park and WIU. Wants use of "low impact sodium lights" at interchanges	+					X
2	Gardner, Hal (Sierra Club Board Member)	Box 418 Brimfield, IL 81517	No development of NW-1 - contains candidate plant species (Cirsium hmu). Favors S-1 and S-2 for lower environmental impacts.	-		+			X
3	Traser, Scott	11255 N 950th Rd Macomb 81455	"Vehemently against" the South Bypass due to impact to his property.			-			X
4	Chamberlain, Richard	9700 E 750 Colchester 82326	Favors NW Bypass for access to WIU. Wants lighting of interchanges to be "minimum" and "non reflecting to the night sky or sodium lights"	+					
Sixteen (16) oral statements to court reporter during the November 5, 1997 meeting in Macomb									
5	Hart, Richard	South Johnson Rd Macomb	Curious about any widening on Johnson Rd						
6	Corson, John		Favors S-1 and S-2. Feels it has less environmental impact			+			
7	Barkley, Roger L.		Highly opposed to the Bypass "environmentally speaking". Can't see having a bypass since US 138 widened in town.	-	-	-	X		X
8	Henry, Bob	Macomb	Favors No Build. Tie expressway into existing 4-lane roads through Macomb. If build, then favors South as "least disturbed" environmentally.	-	+	+			
9	Franks, Ed		Favors South Bypass, less impacts on owners, residences & woodlands; less traffic noise impact. NW alignments are close to existing subdivisions.	-		+			
10	Henry, Alice	Macomb	Dislikes NW-1 due to environmental impacts. Favors South and NE since it is closer to the businesses and industrial park.	-	+	+			
11	Palm-Gessner, Cathy		Opposes NW-4 bypass due to woodland and residential impacts. Favors South bypass as it is a more direct route to the hospital and industrial area, including Envirofill.	-		+			
12	Gessner, Robert		Opposes NW bypass - environmental impacts and proximate to many residences, and future traffic noise. Favors South bypass as it is closer to the hospital, and industrial development.	-		+			
13	Standard, B&B		There are too many existing at-grade RR crossings. Be sure they are grade separated.						

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**Macomb Bypass Informational Meeting
Public Comment Summary**
Meetings : November 5, 1997, in Macomb, and November 6, 1997, in Carthage

Ref No.	Name	Address (shown if stated, locations in [] are assumed by staff)	Summary of Comments	Stated Preference ¹				General Response	
				NW	NE	S	No Build	Positive	Negative
14	Ovitt, Margaret		Prefers South bypass versus North bypass	-	+	+		X	
15	Chenoweth, Sharon		Concerned over the loss of prime farmland to development. States that there is an unmarked cemetery close to "one of the three bypasses [by] the Parkins [heirs]", and a tombstone in the woods near McEntire or across from Howard Settle's house.						
16	Covey, Frank	18 Grandview Dr [Macomb County Estates], Macomb	Suggests a wildlife pass, especially for deer for NW-1						
17	Howe, Tim	Macomb	Prefers South bypass - feels it has least impacts to people and wildlife. It also provides "quicker" access to the hospital and industrial park. Wants to see roadside areas landscaped.			+		X	
18	Cunningham, Cathy		Favors South bypass - uses farmland rather than rougher terrain on north. Concerned about road closures with the north bypass.			+		X	
19	Axley, Steve		Currently lives at the end of a dead-end road [not identified] "on the edge of a corridor". Has concerns for children's safety and loss of peaceful areas and resale value on his property.			-			X
20	Thompson, Harold	11068 N 950th Rd [Macomb]	Owens the Evelyn McCann land [as shown on exhibit]. Opposed to South bypass [Green line] as it would impact his storage buildings and house under construction.			-			
Three (3) oral statements to court reporter during the November 6, 1997 meeting in Carthage									
21	Hillyer, Geri		Complimented Minga and Richard on their assistance to help him understand the project.						
22	Henry, Bob	Macomb	Opposes all NW bypass alignments. Favors South bypass due to less environmental impact. Need to mitigate "fragmentation".	M-	M	M+			
23	Henry, Alice	Macomb	Restated opposition to all NW bypass alignments due to high environmental impacts [gave statement on 11/5/97 as well]	M-	M	M+			
Twenty-eight (28) written statements received by IDOT District 4 from 11/7/97 to 12/12/97									
24	Franks, Edwin	8495 N 1250th Rd Colchester	Favors South Bypass over NW due to less woodland and noise impacts. Stated that exhibit didn't show Stratford West Condos along 900E near 1300N; and Flint Hills on CH 14 - 1/2 mile west of NW-2 corridor.	M-		M+			

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12/7/97

Macomb Bypass Informational Meeting
Public Comment Summary
 Meetings : November 5, 1997, in Macomb, and November 6, 1997, in Carthage

Ref No.	Name	Address (shown if stated, locations in [] are assumed by staff)	Summary of Comments	Stated Preference				General Response	
				NW	NE	S	No Bldg	Positive	Negative
25	Axley, Stephen	12480 N 850th Rd Macomb	Very opposed to S-1 and S-2; would ruin their "quiet property" (Also made oral statement on 11/5/97 in Macomb)			M-			M
26	Mason, Dale & Wilma	9700 E 1300th St. Macomb	Complimented staff on answers to their questions about Bypass Study during the 11/5/97 meeting in Macomb						
27	Collins, Edward M.	1301 Stacy Lane Macomb	Favors South Bypass as it will serve WIU (W Jackson St. connection) and industrial park better. Feels NW bypass undesirable: environmental impacts	-		+			
28	Gessner, Robert V.	41 Flag Rd. Macomb	Opposes NW bypass - impacts on wildlife & subdivisions. Prefers S bypass - less impact to wildlife & subdivision. Growth for S bypass can be planned to complement it. Also S bypass provides better access to hospital, industrial, & large retailers	M-		M+			
29	Palm-Gessner, Catherine A.	41 Flag Rd. Macomb	Opposes NW bypass - impacts to environment, subdivisions, possibly more public relations and political problems. Prefers S bypass - allows for more orderly development, serves hospital, and large retailers better	M-	M	M+			
30	Hassan, M.H.	12705 E 900th Street, Macomb	Opposes NW bypass. Favors S bypass, S-1 or S-2 "with connection to NE-2 & NE-162"	-	+	+			
31	Diehl, Virginia	10065 E 1200th St Macomb	Opposes S and NE bypass. Feels it would add extra miles for traffic from west of Macomb continuing to points north of Macomb, and vice-versa.	-	-	-			
32	Robb, Walker	17 Grandview Dr. Macomb	Was unable to attend meetings. He requested copies of the handouts and aerial exhibit. IDOT responded on 11/18 by mailing copies of the handouts, and offering to let Mr. Robb view the exhibits at District 4.						
33	Early, Cathy	10065 E 1200th St Macomb	Favors NW bypass, especially for traffic going from north to west, & vice-versa. Thinks that if S bypass is built, then west to north traffic will use Johnson St. through Macomb, thereby requiring widening, etc. on Johnson St.	+	-	-			
34	Bricker, Ronald C.	1240 Emory Road Macomb	Opposes NW bypass, especially since one alignment severs his property. Also feels that the NW bypass doesn't connect to US 67 and US 136 in the most "practical place". Favors S to NE bypass, thinks it will cost less due to less rugged terrain.	-	+	+			X

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12/18/97

Macomb Bypass Informational Meeting
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Ref No.	Name	Address (shown if stated, locations in [] are assumed by staff)	Summary of Comments	Stated Preference				General Response	
				NW	NE	S	No Bldg	Positive	Negative
35	Henry, Alice	24 Grandview Dr Macomb	Questions spending funds on new roads, when the State cannot maintain existing ones. If new construction is deemed necessary, then opposes NW bypass - has greatest environmental impacts.	M-	M	M+			
36	Henry, Bob	24 Grandview Dr Macomb	Opposes NW bypass. Favors S bypass. States he didn't see discussion of "no action" alt. Should mitigate ecosystem and wildlife fragmentation by "tunnels" and "compatible roadsides".	M-	M	M+			
37	Hermann, George W. & Mary	12685 E 900th Street Macomb	Thinks NW-1 just misses their property and would decrease their property value, and interfere with their view of the LaMoine river. Favors South bypass for most "efficient" access to US 67 south and US 136 east, and close access to the industrial park.	-		+			
38	Morey, Robert	51 Flag Rd. Macomb	Opposes "N" bypass as it will affect "more residences, farmland, woodland and wildlife." Favors S bypass - feels it less disruptive and closer to the hospital.	-		+			
39	Undahl, Tim	660 Flint Road Macomb	Favors S bypass - will allow better access to the major businesses on the east edge of Macomb. Points out the subdivisions and woodland in the NW quadrant.	-		+			
40	Walker, Dana [VP of Environmentalty Concerned Citizens of the Macomb Area (ECC)]	800 S Randolph St. Macomb	ECC supports the "No Action" alternative. They recognize the need for improvements to the "highway between Macomb and Colchester".				X		X
41	Wade, David	220 W Franklin Monmouth 61462	Supports the NE bypass, but has "concerns" about the NW bypass		+			X	
42	Zoerink, Dean A. [Scotland Glen Homeowners Assn.]	Macomb	Supports "northerly" alignment - better access to WIU & airport, better connection to Monmouth & Galesburg via US 67 north. Opposes S bypass		+				
43	Cummings, Thomas G. and Linda S.	Macomb	Opposes S bypass - disturbs Horn Lodge (field campus of WIU: NW 1/4 NE 1/4 Sec 13 TSN R3W) and wildlife living there. The bypass would go "through...or close to [their] house". Most important is that it would go past the Jr./Sr High, and MacArthur School. Favors a "route north of Macomb".	+	+	-			
44	Williams, Carolyn	9450 E 1200th St Macomb	Favors "N" bypass as it would serve WIU better. If S bypass is chosen "...do me the favor of taking all of my property."	+					

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12/18/97

Meetings : November 5, 1997, in Macomb, and November 6, 1997, in Carthage

Ref No.	Name	Address (shown if stated; locations in [] are assumed by staff)	Summary of Comments	Stated Preference	General Response
45	Earty, Cathy	1221 W. Jackson St	Favors NW bypass because she believes main traffic flow is SW to N. NW-2 & -3 would effect only 1 subdivision, and would "lend more visibility" to Spring Lake Park. Realizes that no matter which direction is selected, people will be displaced. Opposed to S-1 & 2 - passes through northern portion of his property, and they are in final stages of building a new house. The exhibit incorrectly shows owner as "Gene Clark," near the intersection of BSDE and 800N (between Calchester & Macomb) Favors bypass (doesn't specify corridor), but only after "connecting" highways are also under construction. Urges use of sound reduction elements if S Bypass is chosen. Bypass is not needed, and a waste of tax money. Fails through-town improvement is sufficient, if "you insist" on building a bypass, prefers that NE be built first, then S bypass. Believes Quincy is most "avid" supporter of the NW bypass. States that the NW bypass is "politics" vs. common sense. States that the NE bypass will be built "This has been decided" Opposes NW-1 due to Cushman farm, and other "rare" plants on the Henry property. Favors S bypass as least "environmentally damaging", and will serve commercial interests the best. Opposes NW-1 as it will immediately about his property. (MDOT sent written response 12/9/97)	NW NE S No Build	Positive Negative
46	Tillotson, Richard	8905 E 600th St Colchester	-	-	
47	Jacobs, Ed	60 Steven Ct. Macomb	X	X	M
48	Walker, Dana	315 N Madison, Macomb		M	M
49	Brieker, Ron	1240 Emory Rd Macomb			M
50	Hadden, Rudy (Chairman, Heart of IL Sierra Club)	3732 Monroe, Peoria Ill 61614	+ +	+ +	
51	Bradford, Sam & Lorie	20 Grandview Dr. Macomb		X	
			Total of Responses:	29 16 35 3	7 5
			For 7 7 17		
			Against 15 4 10		

1 + = For, - = Against

2 Duplicate preference

CONCLUSION: Self-administered Mucosa-lymphatic Complex

1250457

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Macomb Bypass Informational Meeting
Public Comment Summary

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Minutes of Coordination Meeting with the Property Owners of
Hidden Hills and Scotland Glen Subdivisions
FAP Route 315 (IL 336) & FAP Route 10 (U.S. 67)
MACOMB AREA STUDY
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00P

March 12, 1998

Participants: IDOT - Annette Mills, Dave Clark, Tom Lacy, Paula Green

Hidden Hills and Scotland Glen Subdivision Property Owners - see attached
attendance sheet

On March 12, 1998, a meeting was held at the Wesley United Methodist Church in Macomb. Those in attendance are listed on the attached attendance sheet. The purpose of the meeting was to present preliminary study information about the Macomb Area Study and to discuss property owner concerns in regard to the preliminary bypass locations. Following is a summary of information presented and discussed by meeting participants.

Annette Mills began the meeting by defining the purpose which was to present preliminary information on the Macomb Bypass Study in addition to the schedule of future project events. Annette stressed that all individual public input on the project is considered and responded to, but input by elected officials is weighted more heavily due to the fact that these individuals are elected to represent the view of the populous.

In regard to representation several homeowners expressed concern that their opinions were not being considered by the City of Macomb because they reside outside the city limits in McDonough County. The City has sent out a questionnaire on bypass location preference for City residents only and is intending to provide a preference of bypass location to IDOT. Annette Mills responded that the County residents could contact their County Board to represent their views. The decision on a preferred bypass location will be made by IDOT based on environmental impacts, cost, traffic, local road impacts, engineering features, public and elected official input, as well as other associated impacts. The preferred alignment location will be presented at a public hearing tentatively scheduled for late Summer of 1999. Currently, additional aerial survey information along with environmental studies are being performed to further define impacts for the bypass preliminary alignments.

Upon completion of Annette Mills' opening comments, Tom Lacy then provided an overview of the project study including the location of bypass corridors, alignments, and past public involvement events. The handout for the November 5 & 6, 1997 informational meeting was explained in regard to the proposed future study area and corridor combinations under consideration. Extra copies of the informational meeting handout were provided. In addition, the informational meeting aerial exhibit showing the future study area, preliminary alignments, and potential interchange locations was also available at the meeting for public review. It was stressed that alignment location, as shown on the exhibit, is subject to change upon further detailed study. Upon providing an overview of the project study, Tom elaborated on the following topics:

Freeway vs. Expressway Designation

An explanation and example of a freeway and expressway roadway was first provided. Access to a freeway is via interchanges only such as on interstate routes. An expressway has at-grade intersections with sideroads and also direct access for single residential property. An expressway example is U.S. Route 67 from Macomb to Monmouth. The freeway designation will provide controlled access points at interchanges which are safer for access than expressway at-grade intersections. Tom explained the disadvantage of an expressway with at-grade intersection in regard to the possibility of traffic signal installation as a result of increased accidents. A build up of development at expressway intersections could also increase traffic on city local road connections which could negatively affect traffic flow and safety. These roads would need to be upgraded at the City's cost. On February 16, 1998, a resolution supporting a freeway designation was made by the Macomb City Council. The City of Macomb prefers the freeway designation in order to better control development and resultant city expenditures on local road improvements.

In regard to interchange locations for a freeway facility, the preliminary alignments map as used at the informational meeting was used to identify the location in relation to preliminary alignments. The number of interchanges for each study corridor and degree of difficulty to construct was also discussed. The south and northeast bypass combination would require five interchanges whereas the northwest and northeast bypass combination would require three interchanges.

Several questions were raised in regard to safety on St. Francis Blacktop as a result of an interchange connection to a south bypass. Tom responded that impacts to the local road system in regard to increased traffic, safety, geometrics, and pavement structure are considered as part of the selection process of a bypass location. Traffic surveys as performed by IDOT have indicated that some traffic would be diverted from existing U.S. Route 136 and use the south bypass and exit at the St. Francis Blacktop into Macomb.

In regard to Grant Street in the south quadrant, it was pointed out that Grant Street would not be connected to the freeway designated south bypass alignment. This would result in adverse travel to the hospital on Grant Street for U.S. Route 67 traffic south of Macomb. Using a northwest and northeast bypass combination, an at-grade intersection of Grant Street to U.S. Route 67 could be provided because U.S. 67 south of the U.S. 136 interchange would be designated as an expressway.

In regard to cost, it was mentioned that the south quadrant would have the highest added cost to upgrade from an expressway to a freeway due to more sideroad crossings and frontage roads.

Local Road Impacts

Tom first mentioned the following number of local roads in each study corridor which intersect the bypass alignment: Northwest = 5, Northeast = 3, South = 7 + one required road closure at the interchange with IL 336. Several questions were asked in regard to access at local roads which intersect the bypass alignment. It was explained that each local road connection is analyzed in regard to access, impacts, traffic, cost, and adverse travel to determine the proposed sideroad treatment consisting of either an overpass or road closure. Any proposed road closures will be presented at a public hearing for comment.

Origin-Destination Survey and Results

Tom Lacy presented an overview of the origin-destination survey in which traffic into Macomb was surveyed to determine traffic patterns and the optimal location of a bypass to serve traffic needs. Diversion of traffic off existing U.S. 136/U.S. 67 in Macomb to the bypass corridors was compared in relation to the NW, NE and South study corridors. Preliminary analysis indicates the NW and NE bypass combination would divert the most traffic off existing U.S. 136/U.S. 67 in Macomb.

Several questions pertained to additional traffic on such streets as St. Francis Blacktop and increased truck traffic. Annette responded that a new 4-lane expressway tends to draw more truck traffic because of reduced travel time.

Environmental/Engineering Design Impacts

Tom briefly described some of the impacts for the northwest, northeast and south bypass locations. The northeast quadrant appears to have the least overall preliminary impacts. Both the northwest and south quadrants have potential residential impacts. In comparing the northwest and south quadrants, it appears environmental issues are more predominant in the northwest quadrant and agricultural impacts are more predominant in the south quadrant. A cost estimate of the alternate alignments will not be performed until aerial survey data is received in the early summer of 1998. In regard to alignment length, the south bypass is approximately 3 miles longer in length than the northwest or northeast bypass.

The concern of increased noise as a result of the bypass was voiced by several property owners. Paula Green of IDOT explained that as part of the study process in evaluating alignment location, technical analysis is performed which addresses noise impacts. A Technical Report on Noise Analysis is required as part of the Macomb Bypass Study. The report will involve the analysis of existing and projected noise levels, identifying and evaluating sensitive areas, and determining if noise abatement measures are required. Paula explained decibel levels used in noise analysis as well as corresponding examples for a particular decibel level. Specific questions in regard to the noise level for a particular distance from an alignment would not be answered at this time because the alignment location is subject to revision within the future study area limits.

General Discussion Items

Several questions were asked in regard to the schedule and funding for the Macomb Bypass Study. Annette Mills explained that the study is currently in the early stages of project development and contract plan preparation, land acquisition, and construction is presently not funded. By using examples from other projects, the point was made that the time line from project initiation to construction can be very long.

Another area of concern was right of way acquisition. Annette explained the land acquisition process and added that pamphlets are available upon request which explain the process. Acquisition of property and structures is compensated at the fair market value. Any damages to the remainder of the property as a result of land acquisition is also considered. The determination of a preferred bypass location will help the community and counties to plan for future development. At this time no corridor protection is planned. The land acquisition process and payment of acquired right of way would not begin until contract plan preparation, which is not currently funded.

Upon answering questions to the group, the structured portion of the meeting was adjourned and property owners were invited to view the aerial exhibit used at the November 5 & 6, 1997 informational meeting.

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ATTENDANCE SHEET

PROJECT: MACOMB AREA STUDY
JOB NO: P-94-152-91

MEETING PURPOSE: *HIDDEN HILLS SUBDIVISION ASSOCIATION*
Coordination meeting with
& SCOTLAND GLEN SUBDIVISION

DATE: March 12, 1998 - 3:00 pm

	NAME	Address REPRESENTING	PHONE #
1	Alan Thompson	30 ELMO DR	833-2438
2	Michael L. Sapore	1209 Thomas St.	837-4969
3	Colby Tillotson	8310 N 9th - Colby	776-3589
4	Colby Tillotson	8310 N 9th - Colby	776-3589
5	Joyce & Wayne England	12942 N 1050 E Macomb	833-5897
6	John & Mary Beaver	712 E. Franklin Macomb 1200 E	837-9312
7	Tam Plassman	1200 E.	833-2747
8	Tam Plassman Trust	1200 E.	"
9	Ron Rison	10999 N 1000th Rd	836-3108
10	Vivian Henderson	14245 N 1050 N	837-3463
11	Richard Good	38 Richard	836-7441
12	Judith Olson	1 Marty Lane	837-7410
13	Dyan Fraser	950 E	
14	Nan Hall	20 Richard	833-4922
15	Martin Hall	" "	"
16			
17			
18			
19			
20			

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ATTENDANCE SHEET

PROJECT: MACOMB AREA STUDY
JOB NO: P-94-152-91

MEETING PURPOSE:
Coordination meeting with Macomb Hidden Hills Home Owners Association
& SCOTLAND GLEN

DATE: March 12, 1998 - 5:00 pm

	NAME	Address REPRESENTING	PHONE #
1	Et & Kathy Jeffries	Self	837-3150
2	Richard & Joyce Hart	Self	837-1318
3	Conne & Lonergan	Self	837-3256
4	Ann & Louisa	"	"
5	Wayne & Peggy Windsor	"	837-3458
6	John & Mary Beaver	12184 N 1050th Rd	837-4805
7	Tam & Leo Manning	12190 N 1050th Rd	837-2091
8	Jani's Stewart	15 Elmo Macomb II	836-6011
9	Craig & Donna Lent	1235 E. Thomas Macomb	837-1820
10	Virginia Diehl	"	837-4286
11	Cathy Farly	"	837-4286
12	RICH METZGER	--	836-2710
13	John Carlson	"	837-1794
14	Angela Ferree	15 Richard St.	837-6271
15	Curtis Cullen	13525 N 1050th	837-1794
16	11811 Macomb	13 Macomb	833-2644
17	Ernest Caldwell	12144 N 1050th Rd	836-8575
18	Thelma Olson	1 Marty Lane Macomb	837-7410
19	Dan & Dorothy Rosterman	1317 Carolbeth Ave. Macomb	837-6273
20			

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ATTENDANCE SHEET

PROJECT: MACOMB AREA STUDY
JOB NO: P-94-152-91

MEETING PURPOSE:
Coordination meeting with Macomb Hidden Hills Home Owners Association
& SCOTLAND GLEN

DATE: March 12, 1998 - 5:00 pm

IL 336/Macomb Study

Clark
Anderson
Lacy
Green
Abbott
Williams, L.

David and Linda Hess
143 Harmony Lane
Macomb, IL. 61455

March 12, 1998

Attn: Annette Mills, Chief Engineer, District 4
Illinois Department of Transportation
401 Main Street
Peoria, IL. 61602-1111



Dear Ms. Mills:

My wife and I are writing in response to the contemplated selection of a bypass route around Macomb to Route 67.

We understand that the particular southern route option, S-4, is the major one being supported by Macomb City at this time, and this would also be our choice.

- (1). It appears to be the route farthest away from housing developments.
- (2). Unlike options S-1 and S-2, it does not impinge on the residences along Twp. Road 219-1250N.

We certainly hope that option S-4 could be "fine-tuned" to avoid rural residences insofar as is possible from cost and engineering viewpoints. Also, by straddling property boundaries it might minimize land loss by any particular owner and perhaps reduce access problems to land. We also would hope that fair recompense would be given by the state to all affected owners.

We are quite opposed to the southern route S-3 option - which we do understand is presently considered unfeasible - for the following reasons:

- (1). It would adversely affect a large number of families and subdivisions, including residences south of Baconwoods; along Harmony Lane; at Churchill Subdivision; Scotland Glen; and Hidden Hills. Some parts of the Churchill and Harmony Lane areas would be directly impacted by the By-Pass or by an interchange if it were to be moved northward on S. Johnson Street (St. Francis Blacktop or 1200E). Many retirees and families with modest income live in those areas which would be most affected by an S-3 option and could least afford the decrease in property values which would be almost inevitable.
- (2). Any interchange on South Johnson, but especially at a more northern site (S-3) would add a very large traffic volume to present commuter traffic and Macomb High School traffic, especially in early morning, noon, or late afternoon hours. Macomb High School would only be about half a mile away and a nearby interchange could entice some senior class drivers to speed on the By-pass during the noon hour.

Address

NAME	REPRESENTING	PHONE #
1 Tom Lacy	IDOT - DISTRICT 4	671-3462
2 Frank Study	26 Elmo Dr, Macomb 61455	833-5201
*3 Frank Study	Scotts Glen	833-3956
4 Roger Brown	Self	836-2007
5 Steve Gylan	Self	833-3726
6 Debra D. Castles	Self	831-6305
*7 Mac L. Henderson	Self 314 S. Randolph 61455	833-2558
8 Lorain Blumchen	Self	933-4204
9 Dawn Blumchen	Self	833-4204
*10 Logan Rouse	Self	837-2347
11 Frank Miller	Self	837-2525
12 Marilyn Wacker	"	836-8087
13 Norma Blumchen	Self	833-5730
14 Bob Blumchen	Self	833-5730
15 Karen Kusan	Self	837-4369
16 Toni & Linda Cummings	Self	837-5296
17 Susan Conlon	Self	837-3811
*18 Carolyn Hallinan	Self 9450 E. 1200th Macomb	837-2001
19 MARTHA KLEMS	Self	833-5015
20 Jackie McConick	Self	837-9495

- (3). Drainage problems exist along this part of S. Johnson, rendering construction more difficult, and the end results would almost certainly be a concern for residents nearby.
- (4). S-3 would go just north of Horn Lodge Campus, an important natural and recreational area. This is a forest refuge for scarce migrant and breeding Neotropical birds in the Macomb area, and could suffer disturbance.

The northwest route has some advantages - a shorter line to Chicago; closeness to most lodging facilities; and proximity to Argyle Lake State Park and Spring Lake City Park and Western Illinois University. However, there are also many disadvantages. First, some proposed NW options might be too close to Spring Lake and disturb birdlife and wildlife there. Second, some options would pass quite close to Georgetown, Meadowbrook, Country Estates and Spring Lake developments and directly affect many properties between Macomb and Culchester midway along Route 136. Third, some natural forest and wetland areas in the La Moine River Basin could be adversely affected. Fourth, it would direct some traffic and potential customers away from the east end of Macomb. Fifth, with extra bridge construction, it could be more expensive.

In summary, we strongly support the S-4 By-Pass option, strongly oppose the S-3 By-Pass option and are more neutral on the northwest option, but somewhat opposed to it.

Sincerely yours,

David and Linda Hess

David and Linda Hess

c: Bob Morris, City Administrator, 522 S. Randolph, Macomb
Thomas Carper, Mayor of Macomb, 620 W. Piper, Macomb
John Maguire, 3rd Ward Alderman, 1132 Memorial Drive, Macomb
Tom Schneider, 4th Ward Alderman, 1407 Stacy Lane, Macomb
Sheilah Dye, Macomb Chamber of Commerce



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

April 3, 1998

STUDIES & PLANS - PHASE I

FAP Route 315 (IL 336) & FAP Route 10 (U.S. 67)
Macomb Area Study
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00

David & Linda Hess
143 Harmony Lane
Macomb, IL 61455

Dear Mr. & Mrs. Hess:

Thank you for your March 12, 1998 letter regarding the Macomb Bypass Study. In your letter you expressed opposition to the S-3 alternate. This alternate alignment was shown to be dropped from further consideration at the November 5 & 6, 1998 informational meeting in Macomb. Attached for your reference is a copy of the informational meeting handout which explains the project study as well as the project schedule. The future study area, as shown shaded yellow in the informational meeting handout, will be analyzed for each bypass location in regard to input from the public and elected officials, environmental factors, agricultural impacts, geometrics, cost, traffic, residential and local road impacts, noise, access, and other associated impacts. Upon completion of analyzing all impacts, a preferred alignment location for the bypass will be selected. The bypass locations being considered are a northeast and northwest combination or a northeast and south combination. A public hearing tentatively schedule in late summer of 1999 will be conducted to receive further public input on the preferred alignment location.

In your letter you also mentioned several impacts that you felt should be considered in determining alignment location. Your input is helpful along with study information in identifying and minimizing overall impacts in the process of determining the preferred alignment location.

Thank you for your interest in proposed highway improvements in McDonough County. If you should have any further comments, please contact Tom Lacy at (309)671-3462.

Very truly yours,

D. E. Risinger
District Engineer

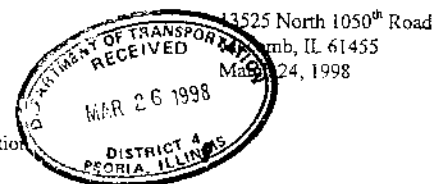
By: A. C. Mills
A. C. Mills
Program Development Engineer

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cc: A.C.M.
Project File (T. Lacy)
Parsons Brinckerhoff (Attn: W. Trachsel)

A-170

District 4 Engineers
Illinois Department of Transportation
401 Main Street
Peoria, IL 61602-1111



Dear District Engineers:

We are opposed to the proposed southern route of the Macomb Area Bypass. We believe that those traveling north and south would be better served by a northwest bypass around Macomb. Also, logically, one important function of such a bypass should be to relieve the traffic congestion to the west of Macomb when people come to work at Western Illinois University. The northwest bypass would alleviate much of this problem as it would pass much closer to WIU.

A major unanswered issue in Macomb is whether or not Spring Lake will need to be expanded. A major selling point of the lake expansion project was the recreation and tourism that it would bring to Macomb. If Spring Lake is ever expanded, the recreation and tourism associated with it would be greatly enhanced by having a major thoroughfare close to the lake; the northwest bypass would create this.

The northwest bypass would also be able to utilize some of the land already owned by the city of Macomb, and thus not currently taxed. The southern route would be through prime farm ground which would significantly reduce the tax base in McDonough County. The recent passage of PTEL shows the feelings of McDonough County residents for higher taxes, and higher taxes would certainly result if the land base is reduced. Also, the county would be responsible for the maintenance of the South Johnson (St. Francis Blacktop) access road into Macomb.

We do not believe the southern access to Macomb would be good for the city. It would create increased traffic by the Macomb Junior/Senior High School and MacArthur Early Childhood Center. Also, by not having an interchange on Grant St., there is not easy access to the hospital. The northwest bypass route is a shorter route by three miles, giving faster service to motorists and requiring less land acquisition. It is rumored that some proponents of the southern bypass favor it because they feel it will increase business in Macomb, yet the reason for a bypass is so that motorists do not have to drive through downtown Macomb. One of the reasons that Macomb favored against a bypass when Highway 67 was first expanded was so that traffic would not be diverted from downtown.

We urge you to endorse the northwest bypass route as an alternative to the southern route - or better yet, consider only a northeast bypass, which in itself would accomplish the task of connecting Highways 67 and 136.

Respectfully submitted,

John Carlson

John Carlson

Colleen Carlson
Colleen Carlson

IL 336/Macomb Study

Clark	_____
Anderson, R.	_____
Lacy	_____
Green	_____
Abbott	_____
Williams, L.	_____



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

April 1, 1998

STUDIES & PLANS - PHASE I
FAP Route 315 (IL 336) & FAP Route 10 (U.S. 67)
Macomb Area Study
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00

John & Colleen Carlson
13525 North 1050th Rd.
Macomb, IL 61455

Dear Mr. & Mrs. Carlson:

Thank you for your March 24, 1998 letter regarding the Macomb Bypass Study. In your letter you mentioned concerns in regard to the impact on traffic flow and safety on St. Francis Blacktop which would be connected to a south bypass alignment. Traffic impacts on both the bypass and local road system are an integral part of evaluating the location of alignment alternatives. As part of the Macomb Bypass Study, an origin-destination survey was performed to determine the volume and movement of traffic in the Macomb area in relation to the bypass location. The potential increase in traffic on local roads, such as St. Francis Blacktop, along with associated impacts is a factor which is considered in the selection process of a bypass location. You also mentioned agricultural impacts for a south bypass as well as what you felt were positive aspects of a northwest bypass. Your letter, along with study information, is helpful in fully identifying the potential impacts.

Currently, bypass alternatives in the northwest, northeast, and southern quadrants around Macomb are being evaluated in further detail in regard to public input, environmental factors, geometrics, cost, traffic, and other associated impacts. Upon completion of analyzing all impacts, a preferred alignment location for the bypass will be selected. A public hearing tentatively scheduled in late summer of 1999 will be conducted to receive further public input on the preferred alignment location.

Page 2

Thank you for your interest in proposed highway improvements in McDonough County. If you should have any further comments, please contact Tom Lacy at (309)671-3462.

Very truly yours,

D. E. Risinger
District Engineer

By: A. C. Mills
A. C. Mills
Program Development Engineer

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cc: A.C.M.
Project File (T. Lacy)
Parsons Brinckerhoff (Attn: W. Trachsel)

A-171



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

March 30, 1998

RECEIVED

STUDIES & PLANS - PHASE I
FAP Route 315 (IL 336) & FAP Route 10 (U.S. 67)
Macomb Area Study
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00

Mr. James Guibault
15435 Highway 67
Macomb, IL 61455

Dear Mr. Guibault:

Attached per your request is a copy of the handout for the Macomb Area Study Informational Meeting held on November 5 and 6, 1997, in Macomb and Carthage, respectively.

Currently, bypass alternates in the northwest, northeast, and southern quadrants around Macomb are being evaluated in further detail in regard to public input, environmental factors, geometrics, cost, traffic, and other associated impacts. A preferred alignment location will be presented at a public hearing tentatively scheduled for late summer of 1999. Your name has been included in our mailing list to be notified for future public meetings.

Thank you for your interest in proposed highway improvements in McDonough County. If you should have any further comments, please contact Tom Lacy at (309)671-3462.

Very truly yours,

D. E. Risinger
District Engineer

By: A.C. Mills
A. C. Mills
Program Development Engineer

TAL/frs/s:\mgr2\winword\std&plans\lacy\letters\tall0057 *rsa*

Attach.

cc: Project File (T. Lacy)
Parsons Brinckerhoff (Attn: W. Trachsel)



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

March 30, 1998

RECEIVED

STUDIES & PLANS - PHASE I
FAP Route 315 (IL 336) & FAP Route 10 (U.S. 67)
Macomb Area Study
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00

Mr. Don Haley
26 Elmo Drive
Macomb, IL 61455

Dear Mr. Haley:

Thank you for attending the March 12, 1998 property owner meeting at the Wesley United Methodist Church in Macomb. Public input is an integral part of the analysis and selection of a bypass location.

Attached per your request is a copy of the handout for the Macomb Area Study Informational Meeting held on November 5 and 6, 1997, in Macomb and Carthage, respectively.

If you should have any questions or comments, please contact Tom Lacy at (309)671-3462.

Very truly yours,

D. E. Risinger
District Engineer

By: A.C. Mills
A. C. Mills
Program Development Engineer

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Attach.

cc: Project File (T. Lacy)
Parsons Brinckerhoff (Attn: W. Trachsel)



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

RECEIVED

March 30, 1998

STUDIES & PLANS - PHASE I

FAP Route 315 (IL 336) & FAP Route 10 (U.S. 67)

Macomb Area Study

McDonough County

Job No. P-94-152-91

Catalog No. 031483-00

RECEIVED

Dear :

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Attached per your request is a copy of the handout for the Macomb Area Study Informational Meeting held on November 5 and 6, 1997, in Macomb and Carthage, respectively.

If you should have any questions or comments, please contact Tom Lacy at (309)671-3462.

Very truly yours,

D. E. Risinger
District Engineer

By.

A.C. Mills

A. C. Mills
Program Development Engineer

TAL/pc/s:\mgr\2w\l\word\slid&pins\lacy\letters\slid0058 *Rok*

Attach.

cc: Project File (T. Lacy)
Parsons Brinckerhoff (Attn: W. Trachsel)

Truth & Keo Manning
12190 N. 1050th Rd.
Macomb, IL 61455

Craig & Donna Lant
1225 E. Thomas
Macomb, IL 61455

Ms. Mae Lou Henderson
314 S. Randolph
Macomb, IL 61455

Mrs. Carolyn Williams
9450 E. 1200th
Macomb, IL 61455

Mr. Don Haley
26 Elmo Drive
Macomb, IL 61455

Mrs. Judith Olson
1 Marty Lane
Macomb, IL 61455

Macomb District #185 Early Childhood Programs

MacArthur School
235 W. Grant, Macomb, IL 61455
833-4273 or 837-1732



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

May 11, 1998

Illinois Department of Transportation
Division of Highways/District 4
401 Main Street
Peoria IL 61602-1111

ATTN: Mr. D. E. Risinger, District Engineer

Dear Mr. Risinger,

I am writing to express my concerns about the Macomb proposed southern bypass. An interchange at Johnson Street would bring an increase in traffic by MacArthur Early Childhood Center which is located on the corner of Johnson and Grant. MacArthur serves three and four year old public school students who are brought to school by bus or by parents. We also house the New Parent Program. This program brings parents with babies and children into our building for play groups and parenting classes during the day or in the evening. The entrance to our school is on Johnson Street.

A-174
I am concerned about the safety of our MacArthur students as well as the safety of the junior-senior high age students whose campus entrance is directly south of ours. Every day there are buses, cars, bike riders, and walkers coming to these two school buildings. A southern bypass with an interchange on Johnson Street would bring many more cars as well as numerous semi-trailer trucks past these two schools day and night. We use our buildings more than just during scheduled classroom hours. There are many after class activities as well as evening activities.

Over half of the school children in Macomb School District attend one of these two schools located next to each other on Johnson Street. An interchange on Johnson Street should not be built because the additional traffic it would bring would not be safe for any of our students.

Please consider the safety of Macomb's children when discussing a proposed Macomb southern bypass and its interchange(s).

Sincerely yours,

Sally Sallee
Sally Sallee
Principal

IL 336/Macomb Study

Clark ✓
Anderson, R. ✓
Lacy ✓
Green ✓
Abbott ✓
Williams, L. ✓
Heag ✓



17720

COPY	
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IMPLEMENTATION	
LOC. RES.	
OPERATIONS	
PROGRAM DEVELOPMENT	✓
REPLY	
PREPARE REPLY FOR D.E. SIGN	
INVESTIGATE & REPORT	
RETURN	

STUDIES & PLANS - PHASE I

FAP Route 315 (IL 336) & FAP Route 10 (U.S. 67)
Macomb Area Study
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00

Ms. Sally Sallee, Principal
MacArthur School
235 W. Grant Street
Macomb, IL 61455

Dear Ms. Sallee:

Thank you for your comments regarding the proposed study of bypass alternates in the Macomb area. In your letter you described your concern about the increased traffic on Johnson Street; should the southern bypass and an interchange at Johnson Street be constructed. As part of the Macomb Bypass Study, an origin-destination survey was performed to determine the volume and movement of traffic in the Macomb area in relation to the proposed bypass location. The potential traffic increase on local roads such as Johnson Street, along with associated impacts, is a significant factor to consider in the selection of a bypass location.

The preliminary alternate alignments and their corresponding impacts will be presented at the McDonough County Board meeting scheduled for May 20, 1998. Representatives from the Department of Transportation, the Macomb City Council, and the McDonough County Board will be present at the meeting, which is open to the public. The purpose of the meeting is to provide project information to the public and elected officials. After the County Board meeting, exhibits will be available for public review and comment. A public hearing will be held in late summer of 1999 to give the public an opportunity to comment on the final alternate alignment decision.

Currently, several bypass alternates in the northwest, northeast, and southern quadrants around Macomb are being evaluated in regard to environmental factors, geometrics, cost, traffic, residential displacement, commercial development, access, route continuity, and other associated impacts. In order to provide a comprehensive study, all quadrants around Macomb are being evaluated.

Thank you for your concern for traffic safety and the study of bypass alternates. Your concerns can be discussed in more detail at the upcoming County Board meeting. If you have any further comments, please contact Paul Heeg at (309)671-3462.

Very truly yours,

D. E. Risinger
District Engineer

By: A.C. Mills
A. C. Mills *tm*
Program Development Engineer

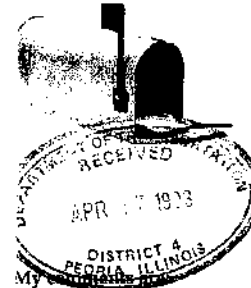
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cc: Project File (P. Heeg)
Parsons, Brinckerhoff (Attn: W. Trachsel)

A-175

April 8, 1998 Meeting with Citizens concerned about Macomb Northwest Bypass

We want your comments on the proposed Illinois Route 336 project



We encourage you to make your views a part of the official record. The Illinois Department of Transportation is providing the attached postage-paid envelope and this page for you to send us your comments on the proposed project. Written comments received within ten days after this meeting will be included in the official record and will receive equal consideration along with the statements received at this meeting. Space is provided on this page for you to provide comments.

I live immediately west of the proposed by-pass route. My first choice would be a by-pass only on the east side of town since the majority of the traffic goes north and south on route 67. East-west traffic could utilize the 136 four-lane through town which was a \$15 million decision made a few years ago that has benefited the city and its businesses.

According to the WTU Fact Book 1997, the majority of student related traffic coming into Macomb (82%) uses 67 as access (73% north and 9% south). An additional 10% comes from the east and only 6% from the west. This does not include McDonough residents.

Environment was and is my biggest concern and also that of my friends. I intend to leave my farm to be managed by a wildlife trust as does my friend across the river. The road would not go through my land but would be close enough to impact it; however, it would go right through hers. And neither of us could leave it to wildlife if we have to move because we do not have that kind of money.

The noise factor is a big concern of mine because even now when heavy equipment is working across the river, even up the hill, it sounds as if it is in my backyard. Paula Green talked about the noise factor at the meeting but you don't realize until you live here how much noise is intensified up and down the river valley over that on the prairie. I have lived both places and know that all those living along the valley and probably the suburbs of Georgetown and Meadowbrook would be impacted.

I helped compile the attached sheet for our meeting and agree with the reasons listed there concerning economics, engineering and environment.

Enclosed you will find two other sheets. One has comments concerning construction conversations with Tom Lacy at our meeting. Please pass on to him after reading. The other has comments as per my conversations with Paula Green at the meeting. Please pass these on to her after reading. Thank you for your consideration.

Please print:

Name Dolores Hinds
Address 12221 E. 820th Street
City Colchester, IL 62326 Zip Code _____
Phone No. (309) 836-6311

Illinois Department of Transportation
Division of Highways/District 4
D.E. Risinger, District Engineer
401 Main Street
Peoria, Illinois 61602-1111
(309) 671-3333

D. Hinds

REASONS AGAINST BUILDING A NORTHWEST BYPASS AROUND MACOMB

I. ECONOMICS

- The industrial park is east of Macomb
- Manufacturers and big business requiring truck traffic are east of town
- The hospital would be more quickly accessed from the south or east
- Car dealerships and services are important to be seen by motorists- again east
- The city could more easily annex businesses to the east for tax purposes
- Connections to existing routes east and south would be closer from the south
- Routes 136 and 67 are existing corridors

II. ENGINEERING

- Less complicated building on south side, therefore, less expensive
- Hills, river, wetlands, timber on the northwest side
- Crosses the Lamoine flood plain, therefore, more expensive northwest due to building of bridges and ditches (two bridges will already be built on the east)
- Southern route is historic as shown in County Highway Office which shows south bypass FAP 407 and east bypass FAP 413 as the first and only preferred bypasses over 20 years ago

Built up Road Side

III. ENVIRONMENT

- Destroys wetlands which must be replaced. According to recent wildlife studies, those which have been replaced are not comparable.
- Destroys timber which leaves at least a 20 year lag in replacing and with it
- Destroys wildlife habitat for ducks, geese, deer, turkeys (which were recently re-introduced), other birds and smaller wildlife
- Destroys prairie, including a stand of tall-grass prairie such as the one being replanted near Spring Lake. Again, habitat for many of the above plus migrating Monarch butterflies as well as bees which are important for pollination of foods
- Creates road hazards from wildlife, especially deer which have been seen in herds of as many as 30 or more
- Fragments the Argyle-Spring Lake wildlife corridor. The Pileated woodpecker and six other species of birds found here are highly sensitive to habitat fragmentation. Eleven other species are moderately sensitive.
- Four endangered birds and three which are threatened have been spotted here and six of the seven are documented on McDonough County spring bird counts.

(The only pro we can think of is that it would be closer access to 67 north which creates no benefits for the city of Macomb and destroys much needed wildlife habitat)

WHAT YOU CAN DO NOW: Write or call the following people:

1. D. E. Risinger, Dist. Engineer, Illinois Dept. of Transportation, Division of Highways/District 4, 401 Main Street, Peoria, IL 61602-1111 -- 309-671-3333
2. Chuck Gilbert, Chrm. McDonough County Board, Court House, Macomb -- 837-3208
3. Mayor Tom Carper, 232 E. Jackson St., Macomb, IL 61455 -- 833-2558
4. Bruce Biagini, City Attorney, 232 E. Jackson St., Macomb -- 833-4373
5. Sheila Dye, Macomb Area Chamber of Commerce, 804 W. Jackson, Macomb -- 837-4855
6. Representative Rich Meyers, 331 N. Lafayette St., Macomb -- 836-2707
7. Senator Laura Kent Donohue, 331 N. Lafayette St., Macomb -- 837-2099

(Return petitions to Randy Downey by Sunday, April 12 at 8629 N. 1250th Road, Colchester, 62326 (name on box) -- 837-1810)

April 8, 1998 Meeting with Citizens concerned about Macomb Northwest Bypass



We want your comments on the proposed Illinois Route 336 project

We encourage you to make your views a part of the official record. The Illinois Department of Transportation is providing the attached postage-paid envelope and this page for you to send us your comments on the proposed project. Written comments received within ten days after this meeting will be included in the official record and will receive equal consideration along with the statements received at this meeting. Space is provided on this page for you to provide comments.

ly comments are:

When talking with Mr. Lacy about going through Macomb instead of around it, he said that there would be too much increased traffic in the future and that we would be asking for more stop lights. There undoubtedly would be some traffic increase and there would probably be a future need for lights at a couple more crossings regardless of a bypass or not; however, the cost of a few stop lights would be a mere pittance of the cost of construction of one section of highway. We think that money could be better used to improve existing roads.

Mr. Lacy also mentioned that it would be 15 miles around the south and only a little over three through Macomb, therefore, truckers would take the short cut. He, however, was counting from Deere Road where the proposed 336 ends off probably counted to University Drive. To be fair, one must start at the same place for all truckers and that is where they have to make the decision to come through town or bypass to the south if the road goes there. This point would be where 336 would turn north or they would continue east on the southern bypass. and it must be measured to where the bypass comes back into 67 north, just north of Springlake Road. (see highlights on map enclosed) this measures 6 1/2 to 9 miles through town and I can't measure the south bypass but will take his word at it.

I believe that truckers would rather keep their speed up and go around town than to negotiate two sharp turns, five stop lights and two railroad tracks at a slower speed even though it may be a little closer. Timewise, I estimate they could save up to four minutes if they drove above the speed limit and hit all lights "go". With stopping for one to five lights they could lose a few minutes; however, if they stopped for a train, they would lose 10 to 20 minutes.

Also, if you didn't want the truck traffic in town, a sign could be put up directing them to use the bypass. Such a sign can be seen when coming into Peoria from the north on I-74 which says "Thru trucks must use I-474". Such a sign here could read, "Thru trucks must use South Bypass".

ase print

me Dolores Hinds
dress 12221 E. 820th St.
y Colchester, IL 62326 Zip Code _____
one No. (309) 636-6311

Illinois Department of Transportation
Division of Highways/District 4
D.E. Risinger, District Engineer
401 Main Street
Peoria, Illinois 61602-1111
(309) 671-3333



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

May 11, 1998

STUDIES & PLANS - PHASE I
FAP Route 315 (IL 336) & FAP Route 10 (U.S. 67)
Macomb Area Study
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00

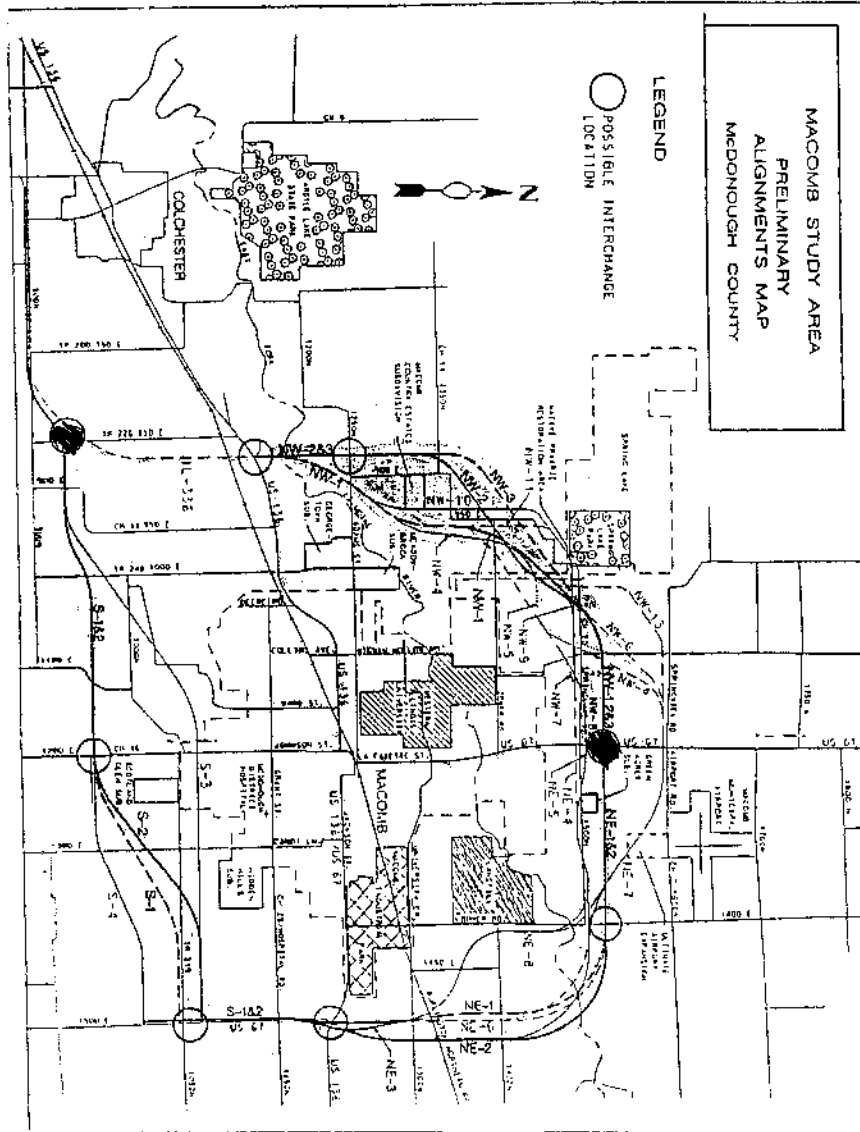
Ms. Delores Hinds
12221 East 820th St.
Colchester, IL 62326

Dear Ms. Hinds:

Thank you for your comments regarding the proposed study of bypass alternates in the Macomb area. In your letter you described your concern about the bypass impacts on the environment. You also expressed concern about the increased noise level in the northwest area should the northwest bypass be constructed. Environmental impacts, including noise pollution, are an integral part of evaluating the location of alignment alternates.

The preliminary alternate alignments and their corresponding impacts will be presented at the McDonough County Board meeting scheduled for May 20, 1998. Representatives from the Department of Transportation, the Macomb City Council, and the McDonough County Board will be present at the meeting, which is open to the public. The purpose of the meeting is to provide project information to the public and elected officials. After the County Board meeting, exhibits will be available for public review and comment. A public hearing will be held in late summer of 1999 to give the public an opportunity to comment on the final alternate alignment decision.

Currently, several bypass alternates in the northwest, northeast, and southern quadrants around Macomb are being evaluated in regard to environmental factors, geometrics, cost, traffic, residential displacement, commercial development, access, route continuity, and other associated impacts. In order to provide a comprehensive study, all quadrants around Macomb are being evaluated.



Thank you for your concern for environmental impacts and the Macomb Bypass Study. Your concerns can be discussed in more detail at the upcoming County Board meeting. If you have any further comments, please contact Paul Heeg at (309)671-3462.

Very truly yours,

D. E. Risinger
District Engineer

By: A.C. Mills
A. C. Mills
Program Development Engineer

PH/pc/s vmgr2winword/std&pins/aqued9letters/phl0008

cc: Project File (P. Heeg)
Parsons, Brinckerhoff (Attn: W. Trachsel)



We want your comments on the proposed Macomb Bypass project

We encourage you to make your views a part of the official record. The Illinois Department of Transportation is providing the attached postage-paid envelope and this page for you to send us your comments on the proposed project. Written comments received within ten days after this meeting will be included in the official record and will receive equal consideration along with the statements received at this meeting. Space is provided on this page for you to provide comments.

My comments are:

My family and I have lived on South Johnson Road for about 20 years and although the proposed South Bypass would not impact my property directly, I do believe this route will create some very dangerous possibilities. There will be a large increase in traffic on a road that is already fairly busy. Some of this increase will be truck traffic. All along this road are school bus stops with children waiting to be picked up and delivered back home. There is one high school, 2 grade schools (MacArthur & St. Paul) and a Jr. College along this route. There is a lot of slow moving, seasonal farm equipment that travels this route. This is a favorite road for joggers, walkers, both the high school and H.S. cross-country track teams use South Johnson for training and its rare not to see bicyclists. It should also be noted there is a trailer court, a neighborhood with children (Horseshoe Lane) a community theater, a ball diamond and a football field that all directly access South Johnson St. and South Johnson Road. I would like to encourage you to consider the North Route around Macomb where the major loss could be trees instead of loss of life.
Richard L. Hart

Please print:

Name Richard L. Hart
Address 9980 East 1200th Street
City Macomb Zip Code 61455
Phone No. (309) 837-1318
Work 309-833-4101 ext. 3447

Illinois Department of Transportation
Division of Highways/District 4
D.E. Risinger, District Engineer
401 Main Street
Peoria, Illinois 61602-1111
(309) 671-3333



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

May 11, 1998

STUDIES & PLANS - PHASE I
FAP Route 315 (IL 336) & FAP Route 10 (U.S. 67)
Macomb Area Study
McDonough County
Job No: P-94-152-91
Catalog No. 031483-00

Mr. Richard Hart
9980 East 1200th St.
Macomb, IL 61455

Dear Mr. Hart:

Thank you for your comments regarding the proposed study of bypass alternates in the Macomb area. In your letter you described your concern about the increased traffic on Johnson Street; should the southern bypass and an interchange at Johnson Street be constructed. As part of the Macomb Bypass Study, an origin-destination survey was performed to determine the volume and movement of traffic in the Macomb area in relation to the proposed bypass location. The potential traffic increase on local roads such as Johnson Street, along with associated impacts, is a significant factor to consider in the selection of a bypass location.

The preliminary alternate alignments and their corresponding impacts will be presented at the McDonough County Board meeting scheduled for May 20, 1998. Representatives from the Department of Transportation, the Macomb City Council, and the McDonough County Board will be present at the meeting, which is open to the public. The purpose of the meeting is to provide project information to the public and elected officials. After the County Board meeting, exhibits will be available for public review and comment. A public hearing will be held in late summer of 1999 to give the public an opportunity to comment on the final alternate alignment decision.

Currently, several bypass alternates in the northwest, northeast, and southern quadrants around Macomb are being evaluated in regard to environmental factors, geometrics, cost, traffic, residential displacement, commercial development, access, route continuity, and other associated impacts. In order to provide a comprehensive study, all quadrants around Macomb are being evaluated.

Page 2

Thank you for your concern for traffic safety and the study of bypass alternates. Your concerns can be discussed in more detail at the upcoming County Board meeting. If you have any further comments, please contact Paul Heeg at (309)671-3462.

Very truly yours,

D. E. Risinger
District Engineer

By: A. C. Mills
A. C. Mills
Program Development Engineer

PH/pc/s:\mgr2\winword\std&plans\sq\std91\letters\phi10005

cc: Project File (P. Heeg)
Parsons, Brinckerhoff (Attn: W. Trachsel)

A-179



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

April 9, 1998

STUDIES & PLANS - PHASE I
FAP Route 315 (IL 336) & FAP Route 10 (U.S. 67)
Macomb Area Study
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00

Mrs. Cathy Palm-Gessner
41 Flag Road
Macomb, IL 61455

Dear Mrs. Gessner:

Thank you for inviting Illinois Department of Transportation personnel to meet with property owners at the Georgetown Subdivision Clubhouse in Macomb on April 8, 1998. The opportunity to explain the project and schedule, as well as receive public input, is helpful in the study process. Attached, per your request, is a copy of the meeting attendance sheets.

If you should have any other comments or questions, please contact Tom Lacy at (309)671-3462.

Very truly yours,

D. E. Risinger
District Engineer

By: A. C. Mills
A. C. Mills
Program Development Engineer

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Attach.

cc: Project File (T. Lacy)
Parsons Brinckerhoff (Attn: W. Trachsel)

ATTENDANCE SHEET

PROJECT: MACOMB AREA STUDY
JOB NO: P-94-152-91

MEETING PURPOSE:

Coordination meeting with Property owners in the Northwest Study Corridor

DATE: April 8, 1998 - 7:00 pm

NAME	ADDRESS	PHONE #
1 <u>George Hermann</u>	<u>12685 E 900 St</u>	<u>837-1023</u>
2 <u>Mary Jackie Hermann</u>	<u>" "</u>	<u>" "</u>
3 <u>Cheryl Douglas</u>	<u>529 N. Randolph</u>	<u>837-4579</u>
4 <u>Valerie Banton</u>	<u>12351 E 820th</u>	<u>309 8372475</u>
5 <u>Virginia Banton</u>	<u>Glebecker 62326</u>	<u>" "</u>
6 <u>William Klyfester</u>	<u>2054 W. Adams</u>	<u>836-2426</u>
7 <u>Chaim Cresner</u>	<u>12809 E. 900th St</u>	<u>837-4924</u>
8 <u>Afa Hassan</u>	<u>12705 E 900 St</u>	<u>833-1064</u>
9 <u>Joyce Norcross</u>	<u>10 Rye Ct</u>	<u>837-1689</u>
10 <u>Walker Robb</u>	<u>17 Grandview</u>	<u>833-2829</u>
11 <u>Mo Hassan</u>	<u>12705 E 900</u>	<u>833-1064</u>
12 <u>Jim Jato</u>	<u>1460 Enory Rd</u>	<u>833-5999</u>
13 <u>Carl Jato</u>	<u>" "</u>	<u>" "</u>
14 <u>MICHAEL TALMAN</u>	<u>125 Joe Run-McNamee</u>	<u>836-7211</u>
15 <u>D. Mark Veen</u>	<u>13377 E. 900th</u>	<u>837-1580</u>
16 <u>Rita MacKen</u>	<u>13377 E 900th St</u>	<u>837-1580</u>
17 <u>Tim Goux</u>	<u>530 Hint Rd (P.O. Box 75)</u>	<u>833-5979</u>
18 <u>Maria Blahuta</u>	<u>7846 N 126th Rd</u>	<u>837-2468</u>
19 <u>Polly Radock</u>	<u>3201 W. Adams</u>	<u>837-5032</u>
20 <u>Paraske Poturda</u>	<u>112 Doe Run</u>	<u>836-3467</u>

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A-181

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MEETING PURPOSE:
Coordination meeting with Property owners in the Northwest Study Corridor

DATE: April 8, 1998 - 7:00 pm

	NAME	ADDRESS	PHONE #
1	TOM LACY	DIST # 4 - IDOT	(309) 671-3462
2	Paula Green	DIST # 4 - IDOT	309-671-1478
3	Alice Henry	24 Grandview Macomb	309-836-7231
4	Ray C. Black	8510 N 1250th Rd Colchester	309-833-4886
5	Margaret A. Black	9510 N 1250th Rd Colchester	309-833-4886
6	Bobby Johnson	1403 Cambridge Ave	309/839-3150
7	James C. Carter	14060 E 850th St	837-4457
8	DAVID PATRICK	65 CARRIAGE HILL	837-2059
9	BOB HEARY	24 GRANVIEW DR. MACOMB	309-836-7231
10	Robert V. Reasner	41 Flax Rd.	309-837-5339
11	Ronald Goodman	2055 W. Adams Macomb	(309) 833-5851
12	DAN MUDRY	8630 N 1250th Rd Colchester	309 8275-2111
13	Steve Hunk	12221 E 820th St Colchester	309-836-6511
14	Karen Julie Pineda	10777 A. 1500th Macomb	833-5919
15	Barry Denny	8629 N 1250th Rd Colchester	837-1810
16	JUDY HAYS	12100 E 820th Colchester	837-2745
17	ART HAYS	12100 E 820th Colchester	837 2745
18	Karen Iversen	60 Carriage Hill Macomb	837-1181
19	Rick Turdwell	380 Flint Rd Macomb	837-6594
20	Frank Covey	16 Grandview Dr.	837-5218

www.123world.com/round9table/5.wk1

ATTENDANCE SHEET

PROJECT: MACOMB AREA STUDY
JOB NO: P-94-152-91

MEETING PURPOSE:
Coordination meeting with Property owners in the Northwest Study Corridor

DATE: April 8, 1998 - 7:00 pm

	NAME	ADDRESS	PHONE #
*1	Karen Iversen	60 Carriage Hill Macomb	
2	W. Woldstad	100 Woodhuckers	833-1581
3	Brian Crawford	3030 W. Adams Rd	836-3629
4	Bill D. Kaefer	21 Armstrong Ct. Macomb	837-9475
5	Curt Clayton	85 Arlington Dr	837-1026
6		Macomb	
7	Donna J. Black	240 Fawn Ridge	837-1792
8	Tony Croner	1209 E 9th St Macomb	837-4924
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Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

April 14, 1998

STUDIES & PLANS - PHASE I
FAP Route 315 (IL 336) & FAP Route 10 (U.S. 67)
Macomb Area Study
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00

Dear :

Thank you for attending the April 8, 1998 property owner meeting at the Georgetown Subdivision Clubhouse in Macomb. Public input is an integral part of the analysis and selection of a bypass location.

Attached per your request is a copy of the handout for the Macomb Area Study Informational Meeting held on November 5 and 6, 1997, in Macomb and Carthage, respectively.

If you should have any questions or comments, please contact Tom Lacy at (309)671-3482.

Very truly yours,

D. E. Risinger
District Engineer

By: A. C. Mills
A. C. Mills
Program Development Engineer

TAL/pc/s:\mgr2\w\word\std&pins\lacy\letters\all0058

Attach.

cc: Project File (T. Lacy)
Parsons Brinckerhoff (Attn: W. Trachsel)

Mr. Arini Fenton
12351 E. 820th
Macomb, IL 61455

Mr. Lee Cobb
9979 N. 1650th Rd.
Macomb, IL 61455

Ms. Louise Neff
235 Jamestown Rd.
Macomb, IL 61455

Mr. Gene Curtis
14060 E. 850th St.
Macomb, IL 61455

Mr. Dan Nudd
8630 N. 1250th Rd.
Colchester, IL 62326

Ms. Judy Hayes
12100 E. 820th Rd.
Colchester, IL 62326

Ms. Karen Iversen
60 Carriage Hill
Macomb, IL 61455

April 17, 1998

D. E. Risinger, District Engineer
Illinois Department of Transportation
401 Main Street
Peoria, IL 61602-1111

Dear Mr. Risinger,

This letter is regarding the proposed bypass around Macomb. Although I well understand the need for a bypass I am concerned about the exact route it may take.

It is my understanding the proposed bypass routes were mapped several years ago before much of the recent growth of Macomb. This growth has resulted in more commercial and industrial development to the North and more residential to the South within the city. The Northern route would be more advantageous to commercial traffic as well as visitors to our city.

The Northern route allows easier access to Western Illinois University, Spring Lake recreation area, newer hotels along Lafayette Street, and the Courthouse Square shopping district for out-of-town visitors. The Northwestern route, which I understand is part of the Rt. 67 corridor, provides access to the Macomb Municipal Airport, the industrial park, and the retail outlets on the East side of Macomb. The proposed interchanges to Rt. 136 (Jackson Street) and Rt. 67 (Lafayette Street) are already improved by the city and state and able to accommodate increased traffic flow.

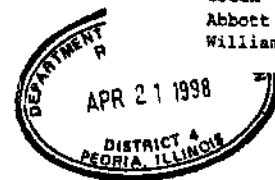
The Southern route, on the other hand, has access to downtown Macomb via Johnson Street-St. Francis Road, a 2-lane county road with no improvements. This street passes our Jr-Sr High School, McArthur Early Childhood Center, Spoon River Community College, and St. Paul's Catholic School before reaching Jackson and Lafayette Streets. This increase in traffic is potentially very dangerous for children walking to school and getting on and off school busses. If the Southern route is selected I can foresee commercial traffic trying to trim a few miles off the trip around Macomb by driving through the city's Southern residential areas.

In addition, the Northern route is shorter. As a taxpayer, I want to make the most efficient use of my tax dollars and going the cheapest route. The Northern route has less cost in land acquisition and actual building costs. If the Southern route is selected, our county and city would have to spend money to improve the Johnson Street access to the bypass to accommodate the increased traffic to that area.

In conclusion, I believe the Northern bypass to be the better choice for Macomb. Thank you for your consideration of this matter.

Jean Ray
Jean Ray
11499 N. 950th Rd
Macomb, IL 61455

CC: Sen Laura Kent Donahue, Rep Richard Myers,
Mayor Tom Carper, Chr Charles Gilbert



Mr. Macomb Study
Clark
Hess
Lacy
Green
Abbott
Williams, L.

CHY. BRPL	
PLS	
ADVIS	
REPLACEMENTS	
LOCAL FUND	
OPERATIONS	
FINANCIAL DEVELOPMENT	
REPLY	
STANDARD BIDDING	
CONSTRUCTION & MAINT.	
OTHER	



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

May 11, 1998

STUDIES & PLANS - PHASE I

FAP Route 315 (IL 336) & FAP Route 10 (U.S. 67)

Macomb Area Study

McDonough County

Job No. P-94-152-91

Catalog No. 031483-00

Ms. Jean Ray
11499 N. 950th Rd.
Macomb, IL 61455

Dear Ms. Ray:

Thank you for your comments regarding the proposed study of bypass alternates in the Macomb area. In your letter you stated that you understood that the proposed bypass routes were mapped several years ago before much of the recent growth of Macomb. In the fall of 1997, the Department performed additional aerial survey mapping to provide updated and more detailed information for project study. This updated mapping in conjunction with field survey of environmental impacts will be used for future analysis of proposed bypass routes.

You also stated your preference for the northern bypass to service retail and industrial locations. Your concern with the southern route was its impact on Johnson Street if an interchange at Johnson Street were constructed. As part of the Macomb Bypass Study, an origin-destination survey was performed to determine the volume and movement of traffic in the Macomb area in relation to the proposed bypass location. The potential traffic increase on local roads, such as Johnson Street, along with associated impacts is a significant factor to consider in the selection of a bypass location.

Currently, several bypass alternates in the northwest, northeast, and southern quadrants around Macomb are being evaluated in regard to environmental factors, geometrics, cost, traffic, residential displacement, commercial development, access, route continuity, and other associated impacts. In order to provide a comprehensive study, all quadrants around Macomb are being evaluated.

Page 2

Thank you for your input in regard to the study of bypass alternates. If you have any further comments, please contact Paul Heeg at (309)671-3462.

Very truly yours,

D. E. Risinger
District Engineer

By: A.C. Mills
A. C. Mills
Program Development Engineer

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cc: Project File (P. Heeg)
Parsons, Brinckerhoff (Attn: W. Trachsel)

A-184



1413 Thomas St.
Macomb, IL 61455
April 21, 1998

Dear Mr. Mills,

We attended the informational meeting at the Methodist Church in Macomb. You and your co-hosts did a wonderful job of sharing the information and staying calm.

My husband & I live in the Hidden Hills Subdivision in Macomb. We are in favor of a southern by-pass around the city.

Some of us who attended the meeting at the church were not against the southern by-pass. We do not believe that it detract from the value of our home or property.

Again, thank you for coming to Macomb and sharing the information and showing us the maps.

IL 336/Macomb Study
Clark ☒
Lac ☒
Heeg ☒
Green ☒
Abbott ☒
Williams, L. ☒

Orig. to ACM ☒ Sincerely,
Deborah Derwin
Bloemker

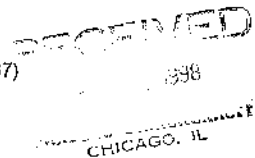


Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

May 12, 1998

STUDIES & PLANS - PHASE I
FAP Route 315 (IL 336) & FAP Route 10 (U.S. 67)
Macomb Area Study
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00



Mr. & Mrs. Bloemker
1413 Thomas St.
Macomb, IL 61455

Dear Mr. & Mrs. Bloemker:

Thank you for your positive comments regarding the March 12, 1998 informational meeting held at the Wesley United Methodist Church in Macomb. Currently, several bypass alternates in the northwest, northeast, and southern quadrants around Macomb are being evaluated in regard to environmental factors, geometrics, cost, traffic, residential displacement, commercial development, access, route continuity, and other associated impacts. In order to provide a comprehensive study, all quadrants around Macomb are being evaluated.

The preliminary alternate alignments and their corresponding impacts will be presented at the McDonough County Board meeting scheduled for May 20, 1998. Representatives from the Department of Transportation, the Macomb City Council, and the McDonough County Board will be present at the meeting, which is open to the public. The purpose of the meeting is to provide project information to the public and elected officials. After the County Board meeting, exhibits will be available for public review and comment. A public hearing will be held in late summer of 1999 to give the public an opportunity to comment on the final alternate alignment decision.

Thank you for your interest in the Macomb Bypass Study. Any concerns you have can be discussed at the upcoming County Board meeting. If you have any further comments, please contact Paul Heeg at (309)671-3462.

Very truly yours,

D. E. Risinger
District Engineer

By: A.C. Mills
A. C. Mills
Program Development Engineer

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cc: Project File (P. Heeg)
Parsons, Brinckerhoff (Attn: W. Trachsel)



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

April 29, 1998

RECEIVED

MAY 1 1998

STUDIES & PLANS - PHASE I
FAP Route 315 (IL 336) & FAP Route 10 (U.S. 67)
Macomb Area Study
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00

PARSONS BRINCKERHOFF
CHICAGO, IL

Mr. Arini Fentom
12351 E. 820th
Colchester, IL 62326

Dear Mr. Fentom:

Thank you for attending the April 8, 1998 property owner meeting at the Georgetown Subdivision Clubhouse in Macomb. Public input is an integral part of the analysis and selection of a bypass location.

Attached per your request is a copy of the handout for the Macomb Area Study Informational Meeting held on November 5 and 6, 1997, in Macomb and Carthage, respectively.

If you should have any questions or comments, please contact Tom Lacy at (309)671-3462.

Very truly yours,

D. E. Risinger
District Engineer

By: A. C. Mills
A. C. Mills
Program Development Engineer

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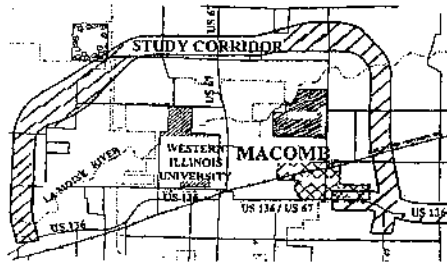
Attach.

cc: Project File (T. Lacy)
Parsons Brinckerhoff (Attn: W. Trachsel)

A-186

MACOMB AREA STUDY - PUBLIC MEETING - APRIL 28, 1999

THE ILLINOIS DEPARTMENT OF TRANSPORTATION WILL BE HOLDING A PUBLIC INFORMATIONAL MEETING FOR THE MACOMB AREA STUDY INVESTIGATING BYPASSES AROUND MACOMB



When: Wednesday, April 28, 1999
5:00 to 8:00 p.m.

Where: Edison Elementary School Gymnasium
521 S. Pearl St.
Macomb, IL 61455

You are invited to attend the meeting at anytime during the 5:00 to 8:00 p.m. time period. No formal presentation will be given. Representatives of the Illinois Department of Transportation and their consultants will be available to answer questions about the proposed project. Exhibits, drawings, and aerial photographs will be available for viewing.

You may also submit written comments about the project. All written comments received within 10 days after the meeting will be included in the official record.

The meeting will be accessible for persons with disabilities. If special accommodations are needed, please contact the office listed below five days prior to the meeting.

David L. Clark, Program Development Engineer
Division of Highways - District 4
401 Main St.
Peoria, IL 61602-1111
Phone: (309) 671-3491
TDD: (309) 671-3450
FAX: (309) 671-3498



Illinois Department of Transportation

Welcome to the drop-in session for the Macomb Bypass Study.

This session is being held so that the Illinois Department of Transportation can present the most recent

The exhibits show the remaining possible alignments for a four lane freeway in the Northwest and Northeast corridors.

information about the Macomb Bypass project and hear your questions and comments.

The meeting is conducted in an open house format. The exhibits show the remaining possible alignments for a four-lane freeway in the Northwest and Northeast corridors. Please review the exhibits and discuss the project with the representatives present.

We want to hear from you.

Please feel free to ask questions and express your opinions. Your input is important. There are several ways you may comment on the project:

- Illinois Department of Transportation personnel and their consultants are present to answer your questions and receive your comments.
- On the back of this handout is a comment form which you may fill out tonight and drop in the comment box.
- Mail your comments to:
Illinois Department of Transportation
D. E. Risinger, District Engineer
401 Main Street
Peoria, IL 61602-1111

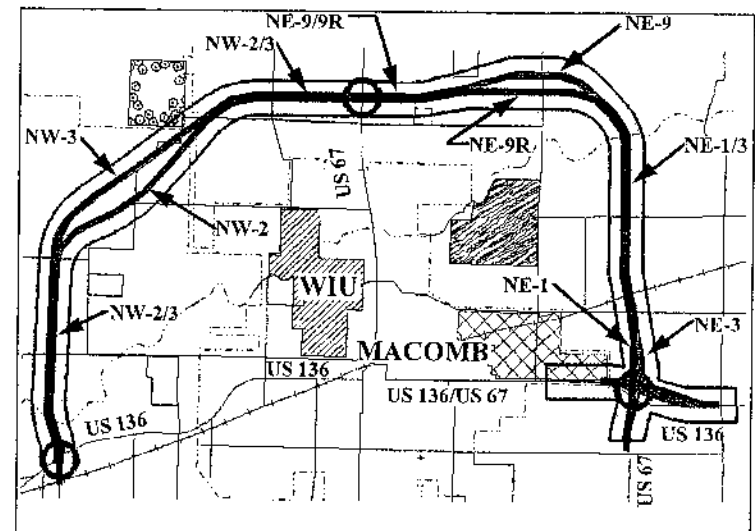
Please feel free to ask questions and express your opinions.

Alignments being considered include:

- Two in the Northwest - NW-2 and NW-3.
- Two in the Northeast - NE-9 and NE-9R.
- Two at US 136 East - NE-1 and NE-3.
- The "No Action" Alternative.

The next step -

- Evaluate and respond to comments received.
- Finalize alignment selection.
- Present the preferred alternate at the next public hearing.



RECOMMENDED ALIGNMENT

PROPOSED INTERCHANGE

PREFERRED BUT STILL UNDER STUDY

STUDY CORRIDOR

[illegible]

Name _____
Address _____
City/State/Zip _____
Phone No. () _____

We want your comments on the proposed Macomb Bypass. We encourage you to make your views a part of the official record. Written comments received within 10 days of this meeting will be included in the official record and will receive equal consideration along with the statements received at this meeting.

My comments are:

I have land located in Sec. 28 of Emmet Township that
will be directly impacted by the proposed bypass corridor
around the west side of Macomb. I am very concerned about
two factors:

1. The devaluation of my home and buildings located just to the east of the proposed road.
2. The loss of land used to support my purebred sheep operation to be taken for the road.

I urge you to consider a gentle bend in the road to the west as it runs north across the Thorell property, located in Sec. 33 immediately to the south of my property. Bending the road slightly to the west as it crosses the Thorell land and my land accomplishes two things. First, it would place the road further away from the condominium complex located on the east end of the Thorell land, and second it places the road further west on my property, leaving me with more pasture for my sheep operation, and keeping the road further away from my house and buildings, which will most certainly be damaged in value the closer the road runs to my buildings. Curving the road slightly to the west would not be detrimental to any other landowners, should not cost any more, and would

Please print: be most beneficial to the residents of Stradford West and to my property. Illinois Department of Transportation
Division of Highways/District 4
D. E. Risinger, District Engineer
Name John N. Corson 401 Main Street
Address 13320 E. 900th St., Macomb, IL 61455 Peoria, Illinois 61602-1111
City/State/Zip (309) 837-2168 (309) 671-3333
Phone No.

I strongly urge you to consider this suggestion.

Sincerely,

DEPT. OF TRANSPORTATION
DIVISION OF AIRCRAFT SAFETY

RECEIVED
DISTRICT 4

John N. Corson



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

SEP 15 1999

September 13, 1999

STUDIES & PLANS - PHASE I

FAP Route 315 (IL 336) & FAP Route 310 (U.S. 67)
Macomb Area Study
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00P

Mr. John N. Corson
13320 E. 900th St.
Macomb, IL 61455

Dear Mr. Corson:

Thank you for your comments from the April 28, 1999 public informational meeting at Edison School regarding the Macomb Bypass Study. A copy of your comments is included with this response. In your comments you mentioned concerns regarding the impact of the proposed bypass on your sheep farm. As you indicated, the proposed bypass presented at the April 28, 1999 public informational meeting at Edison School showed the bypass as bisecting your property. Property severances, the impact on property use, agricultural impacts, access, along with environmental and engineering impacts are all factors which are considered in analyzing and determining a proposed alignment location.

Based on input from you and several Western Illinois University faculty members, the Department is studying in detail an alignment shift of approximately 500 feet to the west. This western alignment alternate attempts to minimize impacts to your operation and preserves most of your sheep pasture. A western shift of the alignment completely off of your property is not desirable due to the location of Spring Creek and heavily wooded areas to the west.

You also expressed concern regarding the close proximity of the bypass to your house and buildings and related devaluation of your property. In addition to moving the bypass approximately 500 feet to the west, the Department is studying lowering the proposed bypass profile in this area. A lower bypass profile places the alignment in a "cut" section, which attempts to minimize visual and noise impacts for your residence and residents of Stradford West. A detailed noise study is currently underway.

The Department will present the recommended alignment, profile, and associated impacts at a public hearing tentatively scheduled in 2000. The public hearing will be used by the Department to receive further public input on the refined alignment location.

Mr. Corson
September 13, 1999
Page 2

The Department is continuing an analysis of environmental impacts of the proposed bypass and is requesting your permission to allow three Department employees to inspect and photograph the native species of plants and trees on your property in the vicinity of the shifted western alignment alternate. The employees would like to enter your property on Thursday, September 30, weather permitting. A representative from the Department will be contacting you in the next two weeks regarding permission to enter your property.

Thank you for your interest in the Macomb Bypass Study and your further cooperation. If you have further comments or questions, please contact Paul Heeg at (309)671-3462 or Tom Lacy at (309)671-3453.

Very truly yours,

Mike Rippel
Acting District Engineer

By: Roger Locke
Acting Program Development Engineer

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cc: Project File (P. Heeg)
T. Lacy
Parsons Brinckerhoff (Attn: Mark Henderson)

A-189

We want your comments on the proposed Macomb Bypass. We encourage you to make your views a part of the official record. Written comments received within 10 days of this meeting will be included in the official record and will receive equal consideration along with the statements received at this meeting.



My comments are:

REQUEST YOU RECONSIDER YOUR CHOSEN PREFERRED ROUTE NW-3 AND SELECT NW-2 AS THE PREFERRED ROUTE. IF YOU TAKE THE TIME AND LOOK AT THESE TWO ROUTES, YOU WILL SEE ROUTE NW2 WILL NOT AFFECT ANY PRIVATE RESIDENCE, AND WILL ONLY CONSUME SOME ROUGH FARM GROUND THATS HELD IN TRUST FOR OWNERS LIVING OUT OF STATE. ROUTE NW3 WILL DIRECTLY AFFECT MY PROPERTY CAUSING THE VALUE TO FALL, THIS ALONG WITH THE TRAFFIC NOISE WILL CREATE A VERY POOR LIVING ENVIRONMENT. PLEASE RECONSIDER THESE TWO SHORT STRIPS OF PROPOSED NISAWAY. ROUTE NW3 WILL SERIOUSLY AFFECT THREE PRIVATE RESIDENCE, WHEREAS ROUTE NW2 WILL AFFECT NONE

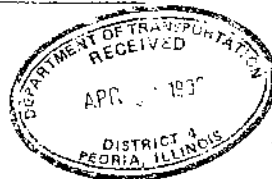
Please print:

Name RICHARD K. CLARK
Address 1810 EMORY RD
City/State/Zip MACOMB, IL 61455
Phone No. (309) 837-3206

Illinois Department of Transportation
Division of Highways/District 4
D. E. Risinger, District Engineer
401 Main Street
Peoria, Illinois 61602-1111
(309)671-3333

DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS

RECEIVED
DISTRICT 4
PROG. DEVELOPMENT



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

September 14, 1999

SEP 17 1999

TRANSPORTATION
CHICAGO, IL

STUDIES & PLANS - PHASE I

FAP Route 315 (IL 336) & FAP Route 310 (U.S. 67)
Macomb Area Study
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00P

Mr. Richard K. Clark
1810 Emory Rd.
Macomb, IL 61455

Dear Mr. Clark:

Thank you for your comments from the April 28, 1999 public informational meeting at Edison School regarding the Macomb Bypass Study. A copy of your comments are included with this response. As you indicated, the proposed bypass presented at the April 28, 1999 public informational meeting at Edison School showed NW-3 as the preferred alignment. In your comments you mentioned concerns regarding the impact of the preferred NW-3 on your property. Property severances, the impact on property use, agricultural impacts, access, along with environmental and engineering impacts are all factors which are considered in analyzing and determining a proposed alignment location.

Based on further detailed study by the Department and input from you and several others, the Department is considering dropping NW-3 and selecting NW-2 as the preferred alignment.

You also expressed concern regarding the close proximity of the bypass to your house and buildings and related devaluation of your property. The Department is studying lowering portions of the proposed bypass profile. A lower bypass profile places the alignment in a "cut" section, which attempts to minimize visual and noise impacts for residents along 900E and 950E. A detailed noise study is currently underway.

The Department will present the recommended alignment, profile, and associated impacts at a public hearing tentatively scheduled in 2000. The public hearing will be used by the Department to receive further public input on the refined alignment location.

Mr. Clark
September 14, 1999
Page 2

Thank you for your interest in the Macomb Bypass. If you have further comments or questions, please contact Paul Heeg at (309)671-3462.

Very truly yours,

Mike Rippel
Acting District Engineer

Roger E. Rocke

By: Roger Rocke
Acting Program Development Engineer

cc: Project File (P. Heeg)
Parsons Brinckerhoff (Attn: Mark Henderson)

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We want your comments on the proposed Macomb Bypass.
We encourage you to make your views a part of the official record.
Written comments received within 10 days of this meeting will be included in the official record and will receive equal consideration along with the statements received at this meeting.

My comments are:

My family and I live at 530 Flint Rd located in the SE 1/4 of Sec 28 of Emmet Twp. For several years Russell Thorell has operated an unlicensed dump in the SE 1/4 of Sec 28 of Emmet Twp. A neighbor of ours, Bill Buchholz, informed me that soil from a contaminated site at a local Macomb factory where Bill had worked was buried at the Thorell dump. Mr. Buchholz was concerned, as are we, about the potential for ground water contamination caused by this soil and other unknowns that have been buried at this site.

Since the bypass corridor goes directly through this site, we are grateful that the hazardous waste assessment that will be performed ~~will~~ will identify any potential toxic wastes that could pose a threat to my family's well water. We hope nothing is found!

Please print:

Name Tim [unclear]
Address P.O. Box 79
City/State/Zip Macomb, IL 61455
Phone No. (309) 833-5977

Illinois Department of Transportation
Division of Highways/District 4
D. E. Risner, District Engineer
Main Street
Peoria 61602-1111
(309)671-3333



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

September 22, 1999

STUDIES & PLANS - PHASE I

FAP Route 315 (IL 336) & FAP Route 310 (U.S. 67)

Macomb Area Study

McDonough County

Job No. P-94-152-91

Catalog No. 031483-00P

Mr. Tim Howe

P.O. Box 79

Macomb, IL 61455

Dear Mr. Howe:

Thank you for your comments from the April 28, 1999 public informational meeting at Edison School regarding the Macomb Bypass Study. A copy of your comments is included with this response. In your comments you expressed concern about possible hazardous waste contamination within the project study area. The Department has recently initiated a hazardous waste survey for the proposed bypass corridor in the northwest and northeast quadrants around Macomb. As you indicated, the proposed bypass presented at the April 28, 1999 public informational meeting at Edison School showed the bypass crossing the two Thorell parcels. Property severances, impacts to property, agricultural impacts, access, and environmental impacts, including a hazardous waste analysis, are all factors which are considered in analyzing and determining a proposed alignment location.

The Department will present the recommended alignment, profile, and associated impacts at a public hearing tentatively scheduled in 2000. The final results of the hazardous waste survey will be available at this time. The public hearing will be used by the Department to receive further public input on the refined alignment location.

Thank you for your interest in the Macomb Bypass Study and your assistance in determining hazardous waste contamination in the area. If you have further comments or questions, please contact Paul Heeg at (309)671-3462 or Tom Lacy at (309)671-3453.

Very truly yours,

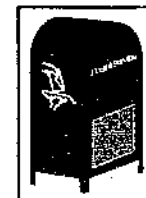
Joseph E. Crowe
District Engineer

Roger E. Roeker

By: Roger Roeker
Acting Program Development Engineer

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cc. Project File (P. Heeg)
Parsons Brinckerhoff (Attn: Mark Henderson)
T. Lacy



We want your comments on the proposed Macomb Bypass.
We encourage you to make your views a part of the official record.
Written comments received within 10 days of this meeting will be included in the official record and will receive equal consideration along with the statements received at this meeting.

My comments are:

PLEASE SEND NAMES AND ADDRESSES OF
ALL GOV'T AGENCIES AND VARIOUS GROUPS
THAT WILL BE STUDYING THE RESULTS OF
YOUR EFFECTS ON THE BIRD IMPACT AREAS,
WILDLIFE AREAS, AND WATERWAY AREAS. WE
INTEND TO TRAVEL YOU ALL THE WAY ON
GOING THRU OUR PROPERTY SO ANY OTHER
PEOPLE OR ORGANIZATIONS THAT YOU FEEL
MAY ASSIST US PLEASE FEEL FREE TO
SEND THEM ALSO

PLEASE SEND ENLARGED PHOTO COPY OF
WHERE THE HIGHWAY PASSES THRU OUR
FRANKS. THANKS!

Please print:

Name

Address

City/State/Zip

Phone No.

ROD + TERI NELSON
821 N. 125TH RD
COLUMBIANA, IL 62226
(309) 827-2289

Illinois Department of Transportation
Division of Highways/District 4
D. E. Risinger, District Engineer
401 Main Street
Peoria, Illinois 61602-1111
(309)671-3333



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

September 22, 1999

STUDIES & PLANS - PHASE I

FAP Route 315 (IL 336) & FAP Route 310 (U.S. 67)

Macomb Area Study

McDonough County

Job No. P-94-152-91

Catalog No. 031483-00P

Rob and Teri Nelson

8521 N. 1250th Rd.

Colchester, IL 62326

Dear Mr. and Mrs. Nelson:

Thank you for your comments from the April 28, 1999 public informational meeting at Edison School regarding the Macomb Bypass Study. A copy of your comments is included with this response. As you indicated, the proposed bypass presented at the April 28, 1999 public informational meeting at Edison School showed the bypass as impacting your property. Property severances, the impact on property use, agricultural impacts, access, along with environmental and engineering impacts are all factors which are considered in analyzing and determining a proposed alignment location.

Based on input from the April 28, 1999 public informational meeting, the Department is studying in detail a western alignment shift of up to 400 feet in the vicinity of your property. One of the reasons for studying a western alignment alternate is to minimize impacts to several habitats for endangered and threatened birds. A western shift of the alignment even further west is not desirable due to the residential and heavily wooded areas to the west.

The Department will present the recommended alignment, profile, and associated impacts at a public hearing tentatively scheduled in 2000. The public hearing will be used by the Department to receive further public input on the refined alignment location. As you requested in your comments, a black and white copy of the exhibits presented at the April 28, 1999 public informational meeting is included with this letter. The names and addresses of government agencies and organizations, in which the environmental reports will be made available, are also included with this letter as per your request.

Mr. Rob & Teri Nelson

September 22, 1999

Page 2

Thank you for your interest in the Macomb Bypass. If you have further comments or questions, please contact Paul Heeg at (309)671-3462.

Very truly yours,

Joseph E. Crowe

District Engineer

By: Roger Roche

Acting Program Development Engineer

PH/Ag/s/mgr2/wim-vord/d4&pln/aqua.d9/letters/ph/0041.doc

cc: Project File (P. Heeg)

Parsons Brinckerhoff (Attn: Mark Henderson)

T. Lacy

Federal Agencies

Transportation & Water Resources
U.S. Department of Interior
Office of Environmental Policy & Compliance
1849 C. Street N.W., MS 2340
Washington, DC 20240

U.S. Department of Agriculture
Natural Resources Conservation Service
1902 Fox Drive
Champaign, IL 61820

Community Planning and Development
U.S. Department of Housing and Urban
Development
Chicago Office, Region V
77 W. Jackson Boulevard, Suite 2400
Chicago, IL 60604

Advisory Council on Historic Preservation
Old Post Office Building
1100 Pennsylvania Avenue, N.W.
Suite 809
Washington, DC 20004

Federal Railroad Administration
400 Seventh Street, S.W.; STOP 5
Room 7089
Washington, DC 20590

Federal Highway Administration
Illinois Division
3250 Executive Park Drive
Springfield, IL 62703

U.S. Department of the Interior
Fish & Wildlife Service
Rock Island Field Office
4469 - 48th Avenue Court
Rock Island, IL 61201

Rock Island District
U.S. Corps of Engineers
Clock Tower Building
P.O. Box 2004
Rock Island, IL 61204-2004

U.S. Department of Commerce
1315 East-West Highway
Silver Spring, MD 20910-3282

U.S. Department of Transportation
Federal Aviation Administration
Great Lakes Region
2300 East Devon
Des Plaines, IL 60018

U.S. Department of Health and Human Services
Center for Environmental Health, Chamblee 27
Center for Disease Control
Atlanta, GA 30333

U.S. Environmental Protection Agency
Region Five
77 W. Jackson Boulevard
Chicago, IL 60604-3590

2nd Coast Guard Division
Ray Boulevard
1222 Spruce St.
St. Louis, Mo. 63103
Only if Navigable waters are involved

Illinois State Library
300 S. 2nd Street
Springfield, IL 62701

Illinois Historic Preservation Agency
Old State Capitol
500 E. Madison
Springfield, IL 62701

Illinois Dept. of Natural Resources
524 South 2nd Street
Springfield, IL 62701-1787

Economic Development Committee
P.O. Box 648
Monmouth, IL 61462

Illinois Dept. of Commerce &
Community Affairs
620 E. Adams
Springfield, IL 62701

Burlington Northern Railroad Company
547 W. Jackson Building
Chicago, IL 60606

Bureau of the Budget
State House
Room 108
Springfield, IL 62706

Illinois Department of Natural Resources
Office of Water Resources
524 S. Second Street
Springfield, IL 62701-1787

Illinois Department of Transportation
Division of Aeronautics
Capital Airport
Springfield, IL 62707

Illinois Department of Natural Resources
State Water Survey
2204 Griffith Dr.
Champaign, IL 61820

Illinois Department of Natural Resources
State Natural History Survey
2204 Griffith Dr.
Champaign, IL 61820

Illinois Dept. of Natural Resources
Office of Mines & Minerals
524 South 2nd Street
Springfield, IL 62701-1787

Illinois Environmental Protection Agency
2200 Churchill Road
Springfield, IL 62704

Western Illinois University
209 Sherman Hall
Macomb, IL 61455

Illinois Commerce Commission
527 E. Capitol
P.O. Box 19280
Springfield, IL 62794

Northfolk Southern Corporation
Real Estate Management Department
185 Spring Street
Atlanta, GA 30303

Illinois Department of Agriculture
Division of Natural Resources
Bureau of Farmland Protection
Illinois State Fairgrounds
Springfield, IL 62706

Department of Public Health
535 W. Jefferson
Floor 5
Springfield, IL 62761

Illinois Archaeological Survey
Resource Investigation Program
University of Illinois
607 S. Mathews Avenue
Urbana, IL 61801

Illinois State Geological Survey
2204 Griffith Dr.
Champaign, IL 61820-6964

Illinois State Clearinghouse
Lincoln Tower Plaza
524 South Second Street
Springfield, IL 62706

State Agencies

Illinois Department of Transportation
Bureau of Design & Environment
2300 S. Dirksen Parkway
Springfield, IL 62764
Attn: Pete Frantz

Illinois Farm Bureau
1701 Towanda Avenue
Bloomington, IL 61701

Others

Mayor of Macomb, McDonough County
Engineer, McDonough County Board



We want your comments on the proposed Macomb Bypass.
We encourage you to make your views a part of the official record.
Written comments received within 10 days of this meeting will be included in
the official record and will receive equal consideration along with the
statements received at this meeting.

My comments are:

- ① CHOOSE NW-2 DUE TO FEWER ACRES OF
HABITAT FRAGMENTATION
- ② CONSTRUCT THE HIGHWAY IN SUCH A
WAY AS TO MINIMIZE WILDLIFE HYDROLOGICAL
AND ENVIRONMENTAL IMPACTS. THIS
SHOULD INCLUDE WILDLIFE UNDERPASSES
AND USE OF NATIVE PLANTS AND CONSTRUCTION
THAT MAINTAINS EXISTING HYDROLOGY

Alice Henry
5-1-99

Please print:

Name Rob & Alice Henry
Address 24 Grandview Dr.
City/State/Zip Macomb IL 61455
Phone No. (309) 836-7231

Illinois Department of Transportation
Division of Highways/District 4
D. E. Risinger, District Engineer
401 Main Street
Peoria, Illinois 61602-1111
(309) 671-3333

DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS

MAY 1 1999

RECEIVED
DISTRICT 4
ROAD RECONSTRUCTION





Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

September 23, 1999

STUDIES & PLANS - PHASE I

FAP Route 315 (IL 336) & FAP Route 310 (U.S. 67)
Macomb Area Study
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00P

Bob and Alice Henry
24 Grandview Drive
Macomb, IL 61455

Dear Mr. and Mrs. Henry:

Thank you for your comments from the April 28, 1999 public informational meeting at Edison School regarding the Macomb Bypass Study. A copy of your comments is included with this response. In your comments you stated your preference for NW-2 and an environmentally-friendly freeway. The impacts on the environment, including hydrology and drainage issues, along with agricultural impacts, access, and impacts to property are all factors which are considered in analyzing and determining a proposed alignment location.

Based on input from you and others since the April 28 meeting, the Department is studying in detail dropping NW-3 and selecting NW-2 as the preferred alignment. The Department is also studying a westward alignment shift of up to 500 feet from north of the river to CH 14. This western alignment alternate attempts to minimize impacts to bird habitats and wetlands north of the river. The western alignment is located on the west side of the bird habitats as opposed to the alignment which bisected the bird habitat, as was presented at the April 28 meeting. Locating the alignment further west is not desirable due to the location of Spring Creek, residential areas, and heavily wooded areas to the west.

In addition to studying moving the bypass up to 500 feet to the west, the Department is studying lowering the proposed bypass profile north of Adams St.. A lower bypass profile places the alignment in a "cut" section, which attempts to minimize visual and noise impacts for the residents of Stratford West and others along 900E. A detailed noise study is currently underway.

In your comments you recommended the use of native plants on state right-of-way. One of the Department's landscape architects is currently studying the native plants and trees within the project limits and will be working on a plan for tree replacement and native plantings. Where possible, the Department is studying extending existing wooded areas, such as the area north of CH 14, to expand the natural habitat of impacted wildlife. If you would like to provide input on this subject, please write or contact Paula Green, District Environmental Coordinator, at (309)671-3478.

Mr. Bob & Alice Henry
September 23, 1999
Page 2

In addition to your preference for native plantings, you recommended the use of wildlife underpasses. The proposed structure over the east fork of the LaMoine River in the northwest quadrant will provide an area for wildlife to pass underneath undisturbed by traffic. Numerous culverts in the northwest quadrant will also provide passages for wildlife to use.

In the vicinity of CH 14 the bypass profile is proposed to be elevated as it crosses CH 14. Placing the bypass over CH 14 is another attempt to minimize the disturbance to wildlife.

The Department will present the recommended alignment, profile, and associated impacts at a public hearing tentatively scheduled in 2000. The public hearing will be used by the Department to receive further public input on the refined alignment location.

Thank you for your interest in the Macomb Bypass. If you have further comments or questions, please contact Paul Heeg at (309)671-3462 or Tom Lacy at (309)671-3453.

Very truly yours,

Joseph E. Crowe
District Engineer

By: Roger Locke
Acting Program Development Engineer

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cc: Project File (P. Heeg)
Parsons Brinckerhoff (Attn: Mark Henderson)
T. Lacy
P. Green



A-197

We want your comments on the proposed Macomb Bypass. We encourage you to make your views a part of the official record. Written comments received within 10 days of this meeting will be included in the official record and will receive equal consideration along with the statements received at this meeting.



My comments are:

I am writing to express my concern about the proposed Macomb bypass as it runs north across Section 33 and 28 of Emmet Township.

I live at Stratford West in Sec. 33 of Emmet Township. I own 10 units in this condominium complex. The bypass as proposed will be located to the west of the condos and will have a negative effect on the value of my units. The closer the road runs to the units the less they will be worth.

Ample room is available just to the west of the proposed condos. I urge you to consider moving the road further west so it would be located further away from my units.

This relocation would also benefit my neighbor to the north, John Corson, whose property will also be affected by the close location of the proposed bypass to his home.

Sincerely,

Joyce Norcross

Joyce Norcross

Please print:

Name Joyce Norcross
Address #10 Rye Court, Stratford West
City/State/Zip Macomb, IL 61455
Phone No. (309) 837-1689

Illinois Department of Transportation
Division of Highways/District 4
D. E. Risinger, District Engineer
401 Main Street
Peoria, Illinois 61602-1111
(309) 671-3333

DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS

RECEIVED
DISTRICT 4
PROG. DEVELOPMENT



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

September 23, 1999

STUDIES & PLANS - PHASE I

FAP Route 315 (IL 336) & FAP Route 310 (U.S. 67)

Macomb Area Study

McDonough County

Job No. P-94-152-91

Catalog No. 031483-00P

Ms. Joyce Norcross

#10 Rye Court, Stratford West

Macomb, IL 61455

Dear Ms. Norcross:

Thank you for your comments from the April 28, 1999 public informational meeting at Edison School regarding the Macomb Bypass Study. A copy of your comments is included with this response. In your comments you mentioned concerns regarding the impact of the proposed bypass on the value of your 10 units of the condominium complex, Stratford West. As you indicated, the proposed bypass presented at the April 28, 1999 public informational meeting at Edison School showed the center of the proposed bypass passing approximately 1000 feet west of the western most units of Stratford West. The impact on property use, noise issues, property severances, agricultural impacts, access, along with environmental and engineering impacts are all factors which are considered in analyzing and determining a proposed alignment location.

Based on input from you and others since the April 28 meeting, the Department is studying in detail an alignment shift of approximately 450 feet to the west in the vicinity of Stratford West. This western alignment alternate attempts to minimize impacts to Stratford West and preserves most of John Corson's sheep operation, which you also expressed concern about in your comments. A western shift of the alignment completely off of John Corson's property is not desirable due to the location of Spring Creek and heavily wooded areas to the west.

In addition to studying moving the bypass approximately 450 feet to the west, the Department is studying lowering the proposed bypass profile in this area. A lower bypass profile places the alignment in a "cut" section, which attempts to minimize visual and noise impacts for the residents of Stratford West and others along 950E. A detailed noise study is currently underway.

The Department will present the recommended alignment, profile, and associated impacts at a public hearing tentatively scheduled in 2000. The public hearing will be used by the Department to receive further public input on the refined alignment location.

Ms. Norcross
September 23, 1999
Page 2

Thank you for your interest in the Macomb Bypass. If you have further comments or questions, please contact Paul Heeg at (309)671-3462 or Tom Lacy at (309)671-3453.

Very truly yours,

Joseph E. Crowe
District Engineer



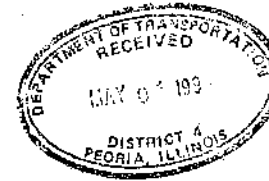
By: Roger Roche
Acting Program Development Engineer

cc: Project File (P. Heeg)
Parsons Brinckerhoff (Attn: Mark Henderson)
T. Lacy

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May 2, 1999

Mr. Lacy,



Thank you for answering my questions at the IDOT meeting in Macomb.

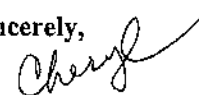
It seemed to me that the area you had marked as my property was incorrect. (I could be wrong about this, but it appeared that you didn't have me as the owner of the property to the west.) Here is a copy of the description of my land. Could you check this and make any corrections if need be. The property was sub-divided into building lots when I purchased it.

I have spoke with an attorney and will be represented by George Hennenfent of Roseville, if and when that time comes.

If possible I would like a photocopy of the area of the big map concerning my property, showing where the route, right-away, easement road, etc. would be. I would appreciate it if you could send me that.

Thanks!

Sincerely,



Cheryl Douglas
529 N. Randolph
Macomb, IL 61455



6-8-99

Dear Mr. Lacy-

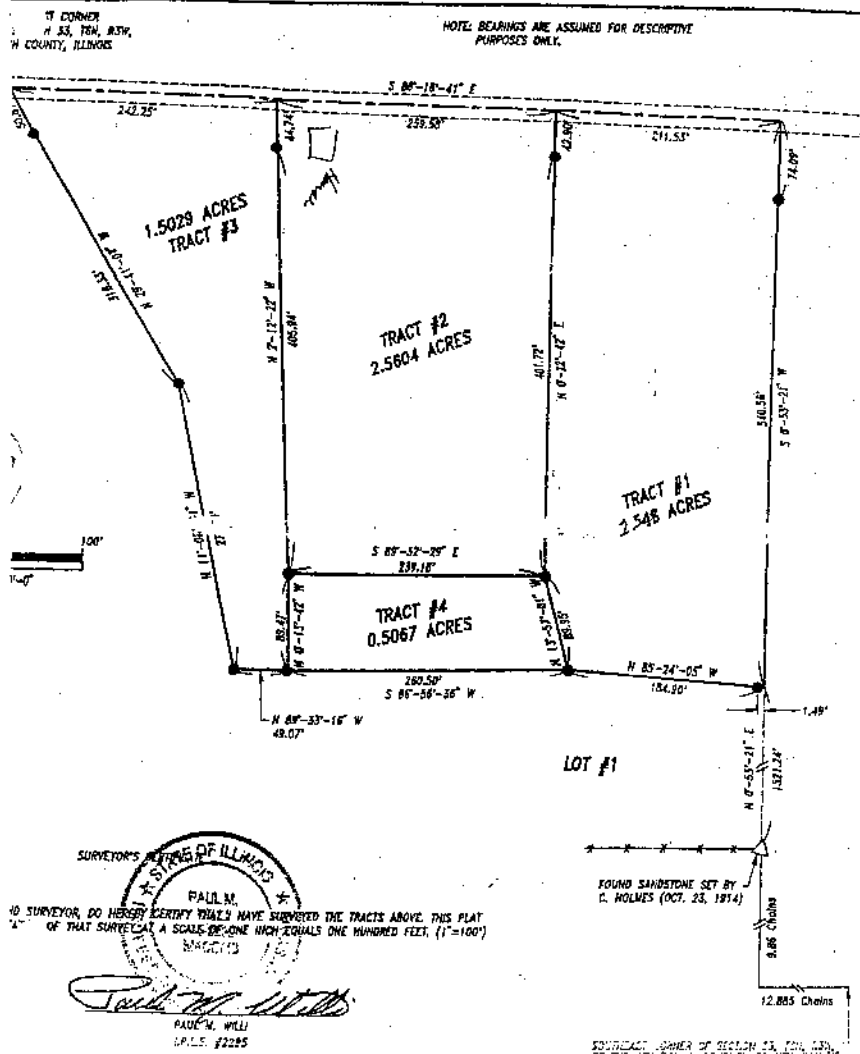
This morning I had a discussion with John Corson concerning the IDOT involvement of our properties. We met at his farm.

Mrs. Corson & I are both in the same boat in the respect that if IDOT would just move the proposed route 100-300' west we would both have the ability to salvage our properties. I would be able to go ahead & build a country home & he would have access to his sheep operation & his farm would not be severed as badly.

You mentioned to me that if the road was moved west Randy Downey would lose his house. Between my property and Randy's property there is a very large field. I don't understand why this couldn't be moved at least to this field, between my land & Randy's. It might take part of a pond but it looks to me like no houses would be in the way. We would all be treated more fairly.

Just a slight adjustment would help immensely. Please give me a call sometime after 2 PM 309-837-4579, as I have

← West Adams Rd →



Call you today but you were in a meeting

Sincerely,
Cheryl Douglas

P.S.

I would possibly still be
able to build on the acreage east of
your proposed route - however IDOT
has 100 feet of the east portion marked
for an easement (access) road. If I
only own 7 acres, & IDOT is going to
take a chunk off of each side, the
property is basically not suitable anymore.
I would hope if IDOT has this intention
they would just buy the entire property
rather than leave me with an acre or two
in the middle of no where, which would
just be a burden.

Paul - Look at her concerns
and suggestions to alleviate
impacts to property owners. If we
cannot do what she says we should
be able to justify to her. ~~Let's~~ Let's
~~discuss~~ discuss when you get the time.
TH



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

September 22, 1999

STUDIES & PLANS - PHASE I
FAP Route 315 (IL 336) & FAP Route 310 (U.S. 67)
Macomb Area Study
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00P

Ms. Cheryl Douglas
529 N. Randolph St.
Macomb, IL 61455

Dear Ms. Douglas:

Thank you for your May 2, 1999 and June 8, 1999 letters regarding the Macomb Bypass Study. A copy of your letters are included with this response. Thank you also for the copy of the plat of your property. This information is very helpful to the Department in keeping track of property owners and parcels. As you indicated, the proposed bypass presented at the April 28, 1999 public informational meeting at Edison School showed the bypass as impacting your property. Property severances, the impact on property use, agricultural impacts, access, along with environmental and engineering impacts are all factors which are considered in analyzing and determining a proposed alignment location.

Based on input from you and others, the Department is studying in detail an alignment shift of approximately 400 feet to the west in the vicinity of your property. This western alignment alternate would not impact your property. A western shift of the alignment further west is not desirable due to the location of Spring Creek and heavily wooded areas to the west.

In your June 8, 1999 letter you expressed concern regarding a western alignment alternate and its impacts to Randy Downey's property, particularly his house. Thank you for your alignment suggestion in your letter. You asked the Department to study an alignment alternate which crosses a large field between your property and the Downey property while also reducing impacts to John Corson's property, particularly his sheep pasture. An alignment of this nature, you felt, would save the Downey residence and Corson's sheep operation. The Department is analyzing alignment in the area you have expressed concern and is evaluating overall impacts to determine a preferred location.

In the past you have expressed concern regarding the close proximity of the bypass to your house and buildings and related devaluation of your property. In addition to consideration of shifting the bypass alignment approximately 400 feet to the west, the Department is studying lowering the proposed bypass profile in the vicinity of Adams St. and further north. A lower bypass profile places the alignment in a "cut" section, which attempts to minimize visual and noise impacts for your proposed residence and other residents along Adams St. and CH 14 (900E). A detailed noise study is currently underway to determine noise levels as a result of proposed highway improvements.

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SEP 27 1999

PARSONS BRINCKERHOFF
CHICAGO, IL

Ms. Douglas
September 22, 1999
Page 2

The Department will present the recommended alignment, profile, and associated impacts at a public hearing tentatively scheduled in 2000. The public hearing will be used by the Department to receive further public input on the refined alignment location. As you requested in your May 2, 1999 letter, a black and white copy of the exhibits used at the April 28, 1999 public informational meeting is included with this letter.

Thank you for your interest in the Macomb Bypass. If you have further comments or questions, please contact Paul Heeg at (309)671-3462 or Tom Lacy at (309)671-3453.

Very truly yours,

Joseph E. Crowe
District Engineer


By: Roger Locke
Acting Program Development Engineer

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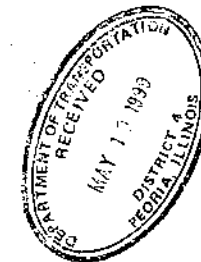
cc: Project File (P. Heeg)
Parsons Brinckerhoff (Attn: Mark Henderson)

 Western
Illinois
University

BIOLOGICAL SCIENCES
WALGREEN HALL 316
1 UNIVERSITY CIRCLE
MACOMB, IL 61455-1500
(309)298-2408

May 6, 1999

Illinois Department of Transportation
Division of Highways/District 4
D. E. Risinger, District Engineer
401 Main Street
Peoria, Illinois 61602-1111



Dear District Engineer Risinger:

Comments on the proposed Macomb Bypass:

I attended the Macomb Area Study - Public Meeting held on April 28, 1999 in Macomb. While I was talking to your environmental specialist, she asked that I send information on endangered and threatened species that occur in or near the study corridor. At this time I am aware of the following:

Bobcats

I saw a bobcat cross road 1350N just west of Spring Creek immediately west of the study corridor. The sighting was in February of this year. When this was mentioned to one of my neighbors (Dave McDaniel, 170 Flint Rd., Macomb) who lives near this location and spends a lot of time at the Macomb Speedway, he indicated that he has been seeing bobcats in that area for the past three years and their tracks have been seen at the Speedway. I have heard of other reports that signs and sounds have been reported at Argyle State Park. It seems plausible that the home range for these animals extends from the Spring Creek watershed west through the Flint Hills Subdivision to Argyle State Park.

Brown Creeper

I live approximately 3000 ft. west of the recommended alignment in the Flint Hills Subdivision. Over the past 18 years my wife and I have seen brown creepers on numerous occasions in our yard and other locations in the Flint Hills Subdivision. While I have not seen an actual nest in the area, the number of sightings would warrant a detailed study.

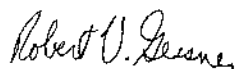
Concerns about moving the alignment farther west

Recently I have been told by Dr. Edwin Franks, who manages the local bird count, that IDOT is considering the possibility of moving the road alignment farther west than presented at the public meeting to avoid environmentally sensitive areas. It is my opinion that the habitat to the west is of greater value since it is habitat for the bobcat and possibly other endangered species. This area has wildlife corridors that link it to Argyle State Park which enhance its environmental value and the possibilities for listed species.

Another concern, if the corridor is moved west, is that it appears that at least four homes would be in its path. The Flint Hills Subdivision which is a community of approximately ten families also lies within this corridor. This alignment would divide, severely impact, and curtail future development in this subdivision. The township road that now allows entry to this subdivision (Flint Road) would be cut off. It currently is a school bus route and the only means of ingress and egress for this community.

I hope this information will be of value in helping you select the corridor that has the least impact on environmentally sensitive areas and local neighborhoods.

Sincerely yours,



Robert V. Gessner, Ph.D.
Professor of Biological Sciences



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

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SEP 22 1999

PARSONS BRINCKERHOFF
CHICAGO, IL

September 17, 1999

STUDIES & PLANS - PHASE I

FAP Route 315 (IL 336) & FAP Route 310 (U.S. 67)

Macomb Area Study

McDonough County

Job No. P-94-152-91

Catalog No. 031483-00P

Dr. Robert V. Gessner, Ph. D.
Professor of Biological Sciences
Waggoner Hall 316
1 University Circle
Macomb, IL 61455-1390

Dear Dr. Gessner:

Thank you for your May 6, 1999 letter regarding the Macomb Bypass Study. A copy of your letter is included with this response. Thank you also for providing information on endangered and threatened species in the study area. Environmental impacts, including the impacts on species, property severances, the impact on property use, agricultural impacts, access, and engineering impacts are all factors which are considered in analyzing and determining a proposed alignment location.

Based on further study by the Department and on comments received since the April 28 meeting, the Department is studying a westward alignment shift of up to 500 feet in the area between the Lamoine River and CH 14. This western alignment alternate attempts to minimize impacts to bird habitats and wetlands north of the river. The particular bird habitats affected include the brown creeper, henslow's sparrow, and loggerhead shrike. The impact to these bird habitats and others are being addressed in the Department's environmental impact statement for the Macomb Bypass study. The western alignment under study is located on the west side of the bird habitats as opposed to more directly through them, as was presented at the April 28 meeting. A western alignment shift also reduces the impact of property severances for the property owners north of Adams St. and increases the distance of the bypass from residents along 900E. You stated in your letter that you did not recommend a western alignment shift because of impacts to the bobcat habitat, Flint Hills Subdivision, and Flint Rd.. As you indicated, locating the alignment further west is not desirable due to the location of Spring Creek, residential areas, and heavily wooded areas to the west. The Department is not currently studying moving the alignment in the vicinity of Flint Hills. The western alignment currently under study is located approximately 1000 feet east of Flint Rd. near the race track.

The Department is also studying in detail dropping NW-3 as the preferred alignment in favor of NW-2. The NW-2 alignment minimizes impacts to the wooded area north of CH 14. This wooded area is a continuation of the woodland around Spring Lake. The NW-2 alignment follows the edge of the wooded area and does not cause the woodland fragmentation that occurs with NW-3.

Dr. Robert V. Gessner, Ph. D.
September 17, 1999
Page 2

One of the Department's landscape architects is currently studying the native plants and trees within the project limits and will be working on a plan for tree replacement and native plantings. Where possible, the Department is studying purchasing land and extending existing wooded areas, such as the area north of CH 14, to expand the natural habitat of impacted wildlife. If you would like to provide input on this subject, please write or contact Paula Green, District Environmental Coordinator, at (309)671-3478.

Based on your comments, the Department is investigating the area further to determine the potential impacts of the proposed bypass to the bobcat habitat. Based on the Department's knowledge, the bobcat favors creek or river valleys and wooded areas. The proposed structure over the east fork of the LaMoine River in the northwest quadrant will provide area for wildlife to pass underneath undisturbed by traffic. Numerous culverts in the northwest quadrant will also provide passages for wildlife to use.

In the vicinity of CH 14, the bypass profile is proposed to be elevated as it crosses CH 14. Placing the bypass over CH 14 is another attempt to minimize the disturbance to wildlife.

In addition to studying a western alignment shift of up to 500 feet to the west, the Department is studying lowering the proposed bypass profile north of Adams St. A lower bypass profile places the alignment in a "cut" section, which attempts to minimize visual and noise impacts for the residents along 900E and in Flint Hills. A detailed noise study is currently underway.

The Department will present the recommended alignment, profile, and associated impacts, including impacts to the bobcat and brown creeper, at a public hearing tentatively scheduled in 2000. The public hearing will be used by the Department to receive further public input on the refined alignment location.

Thank you for your interest in the Macomb Bypass Study and additional information on wildlife habitats. If you have further comments or questions, please contact Paul Heeg at (309)671-3462 or Tom Lacy at (309)671-3453.

Very truly yours,

Joseph E. Crowe
District Engineer

Roger E. Rocke

By: Roger Rocke
Acting Program Development Engineer

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cc: Project File (P. Heeg)
Parsons Brinckerhoff (Attn: Mark Henderson)
T. Lacy
P. Green



We want your comments on the proposed Macomb Bypass.
We encourage you to make your views a part of the official record.
Written comments received within 10 days of this meeting will be included in the official record and will receive equal consideration along with the statements received at this meeting.

My comments are:

I support the "no action" alternative, as this project can not be justified based on traffic, destroys farmland, and is harmful to our environment and wildlife. I also believe the costs exceed any economic development benefits. If the state insists on building, the northeast segment should be done first. It makes some sense as a direct bypass for Route 67, and I see nothing major wrong with either alignment.

The northwest segment has many problems, in addition to being a very indirect (about 7 miles extra) way of moving east-west traffic around Macomb. It requires an expensive, destructive crossing of the LaMoine River and its floodplain and at least one more expensive ravine crossing on the Threlk property in section 28. Just north of that, it cuts the Colton Sheep Farm in half.

Taking the centerline there west about 300 feet would go a long way toward preserving the value of the property and make it easier to bend into the NW-2 alignment, which could be taken a little further southeast at Tower Road to avoid the 2 homes there. I see little reason to consider NW-3, which requires another expensive, destructive crossing of a nice, wooded ravine on city property in section 28.

Please print:

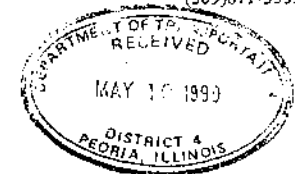
Name Dale Roy Walker
Address 315 N. Madison St.
City/State/Zip Macomb, IL 61455
Phone No. (309) 833-3268

Illinois Department of Transportation
Division of Highways/District 4
D. E. Risinger, District Engineer
401 Main Street
Peoria, Illinois 61602-1111
(309)671-3333

DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS

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MACOMB AREA STUDY - PUBLIC MEETING - APRIL 28, 1999

Welcome to the drop-in session for the Macomb Bypass Study.

This session is being held so that the Illinois Department of Transportation can present the most recent

The exhibits show the remaining possible alignments for a four-lane freeway in the Northwest and Northeast corridors.

information about the Macomb Bypass project and hear your questions and comments.

The meeting is conducted in an open house format. The exhibits show the remaining possible alignments for a four-lane freeway in the Northwest and Northeast corridors. Please review the exhibits and discuss the project with the representatives present.

We want to hear from you.

Please feel free to ask questions and express your opinions. Your input is important. There are several ways you may comment on the project:

- Illinois Department of Transportation personnel and their consultants are present to answer your questions and receive your comments.
- On the back of this handout is a comment form which you may fill out tonight and drop in the comment box.
- Mail your comments to:
Illinois Department of Transportation
D. E. Risinger, District Engineer
401 Main Street
Peoria, IL 61602-1111

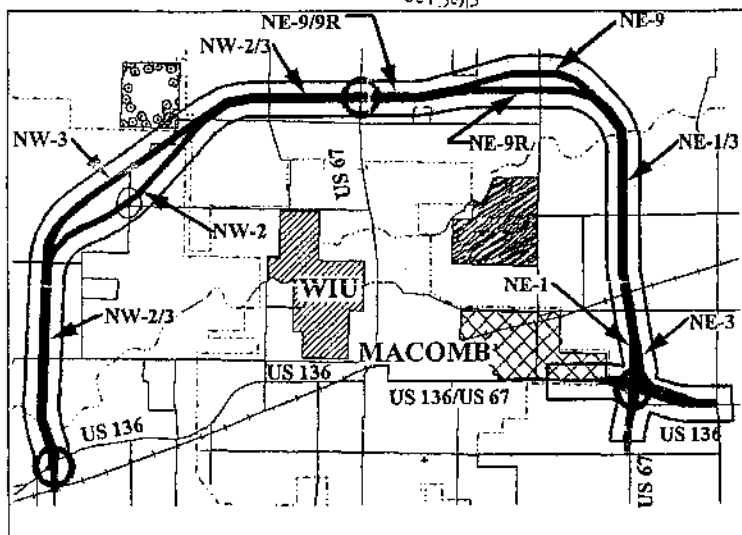
Please feel free to ask questions and express your opinions.

Alignments being considered include:

- Two in the Northwest - NW-2 and NW-3.
- Two in the Northeast - NE-9 and NE-9R.
- Two at US 136 East - NE-1 and NE-3.
- The "No Action" Alternative.

R.W. within 36'
NW2 - much less impact on W. land parcels
a little further SE
at tower Rd.
saves 2 housing
push & W. at Catons
the next step

- Evaluate and respond to comments received.
- Finalize alignment selection.
- Present the preferred alternate at the next public meeting.



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

September 23, 1999

STUDIES & PLANS - PHASE I

FAP Route 315 (IL 336) & FAP Route 310 (U.S. 67)
Macomb Area Study
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00P

Mr. Dana Roy Walker
315 N. Madison St.
Macomb, IL 61455

Dear Mr. Walker:

Thank you for your comments from the April 28, 1999 public informational meeting at Edison School regarding the Macomb Bypass Study. A copy of your comments is included with this response. In your comments you stated your preference for the "no build" alternative. You also stated your preference to have the bypass constructed in the northeast quadrant first. The Department's current five-year program contains no funding for the construction of any portion of the Macomb Bypass. However, the Department is continuing to study the Bypass and is expected to complete the current Phase I study in 2000. The Department is performing a detailed study regarding such issues as impacts on property use, noise issues, property severances, agricultural impacts, access, environmental issues, and engineering impacts prior to determining a preferred alignment location.

Based on input from you and others since the April 28 meeting, the Department is studying in detail an alignment shift of up to 500 feet to the west between Adams St. and CH 14. This western alignment alternate attempts to preserve most of John Corson's sheep operation, which you also expressed concern about in your comments. A western shift of the alignment completely off of John Corson's property is not desirable due to the location of Spring Creek and heavily wooded areas to the west.

In your comments you mentioned the northwest bypass as being an indirect way of moving east-west traffic around Macomb. In the past few years, the Department studied three alignment alternates east of 900E. These alignment alternates provided a more direct connection to US 67 but were dropped because of extensive environmental impacts. The bypass should provide a more efficient movement of through traffic as compared to the in-town route with lower posted speeds, stop lights, train delays, and potential traffic movement conflicts.

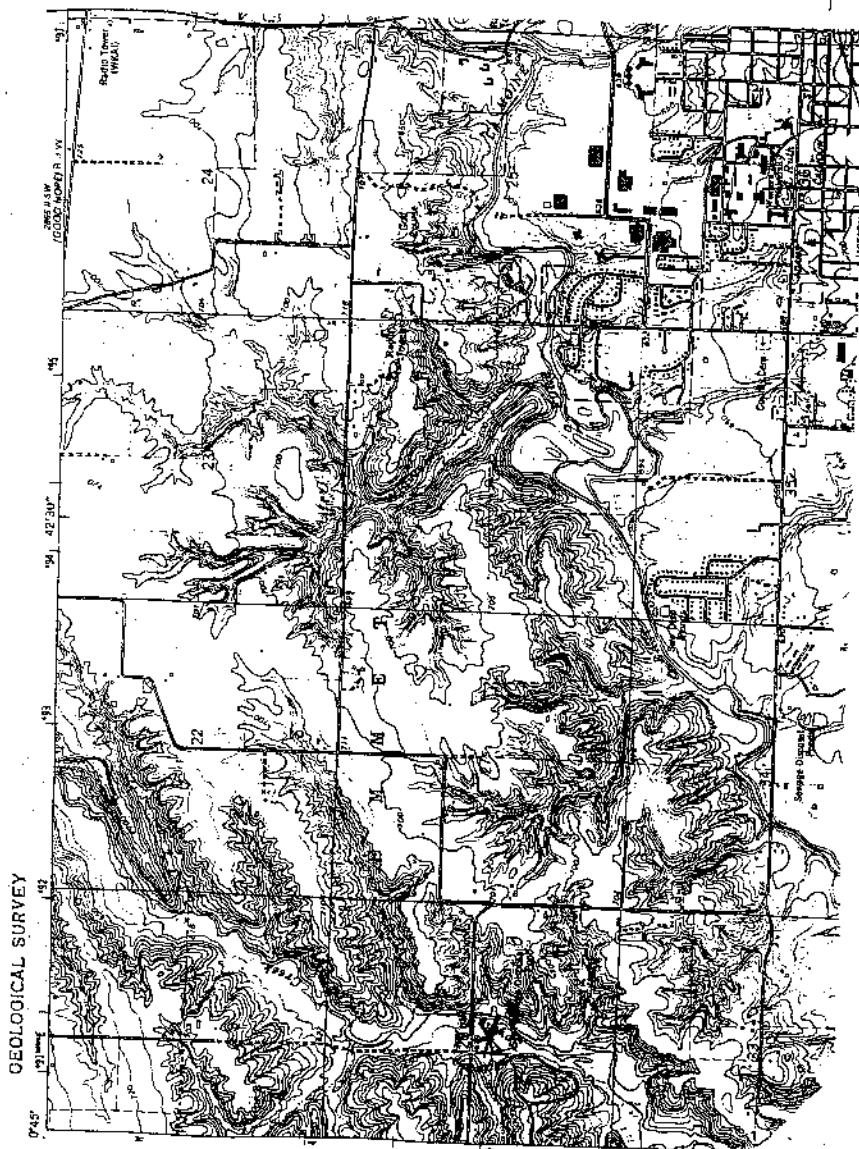
You also expressed concern about the crossing of the LaMoine River. The height and length of the structure will provide an area for wildlife to pass underneath undisturbed by traffic. The Department is also studying a westward alignment shift in the area north of the river to Adams St. to further reduce impacts to several bird habitats and a wetland just north of the river.

A-205

cc: Project File (P. Heeg)
Parsons Brinckerhoff (Attn: Mark Henderson)
T. Lacy

Thank you for your consideration

DEPARTMENT OF TRANSPORTATION
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MAY 14 1999
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PEORIA, ILLINOIS



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

September 23, 1999

STUDIES & PLANS - PHASE I
FAP Route 315 (IL 336) & FAP Route 310 (U.S. 67)
Macomb Area Study
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00P

David and Deborah McDaniel
170 Flint Rd.
Macomb, IL 61455

Dear Mr. and Mrs. McDaniel:

Thank you for your comments from the April 28, 1999 public informational meeting at Edison School regarding the Macomb Bypass Study. A copy of your comments is included with this response. Thank you also for marking your residence on the map that came with your comments. As you indicated, the proposed bypass presented at the April 28, 1999 public informational meeting at Edison School showed the preferred alignment in the northwest quadrant as passing approximately 1400 feet east of Flint Rd. In your comments you mentioned concerns regarding the impact of the bypass on bobcats in the area. Environmental impacts, property severances, the impact on property use, agricultural impacts, access, and engineering impacts are all factors which are considered in analyzing and determining a proposed alignment location.

Based on further study by the Department and on comments received since the April 28 meeting, the Department is studying a westward alignment shift of up to 500 feet in the area between Adams St. and CH 14. The Department is also studying in detail dropping NW-3 as the preferred alignment in favor of NW-2. The NW-2 alignment minimizes impacts to the wooded area north of CH 14. This wooded area is a continuation of the woodland around Spring Lake and is a possible bobcat habitat. The NW-2 alignment follows the edge of the wooded area and does not cause the woodland fragmentation that occurs with NW-3.

One of the Department's landscape architects is currently studying the native plants and trees within the project limits and will be working on a plan for tree replacement and native plantings. Where possible, the Department is studying extending existing wooded areas, such as the area north of CH 14, to expand the natural habitat of impacted wildlife.

Based on your comments, the Department is investigating the area further to determine the potential impacts of the proposed bypass to the bobcat habitat. Based on the Department's knowledge, the bobcat favors creek or river valleys and wooded areas. The proposed structure over the east fork of the LaMoine River in the northwest quadrant will provide an area for wildlife to pass underneath undisturbed by traffic. Numerous culverts in the northwest quadrant will also provide passages for wildlife to use.

Mr. & Mrs. McDaniel
September 23, 1999
Page 2

In the vicinity of CH 14, the bypass profile is proposed to be elevated as it crosses CH 14. Placing the bypass over CH 14 is another attempt to minimize the disturbance to wildlife.

The Department will present the recommended alignment, profile, and associated impacts, including impacts to the bobcat, at a public hearing tentatively scheduled in 2000. The public hearing will be used by the Department to receive further public input on the refined alignment location.

Thank you for your interest in the Macomb Bypass Study and especially for your information on bobcat sightings. If you have further comments or questions, please contact Paul Heeg at (309)671-3462 or Tom Lacy at (309)671-3453.

Very truly yours,

Joseph E. Crowe
District Engineer

Roger E. Rocke

By: Roger Rocke
Acting Program Development Engineer

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cc: Project File (P. Heeg)
Parsons Brinckerhoff (Attn: Mark Henderson)
T. Lacy



We want your comments on the proposed Macomb Bypass. We encourage you to make your views a part of the official record. Written comments received within 10 days of this meeting will be included in the official record and will receive equal consideration along with the statements received at this meeting.

My comments are:

I AM 57 years old. I have been on this farm since 1951 except for a brief period. I have collected and now have the old farm equipment like my dad had. I had hoped to retire early and farm this place as a retirement project. The NW-3 will ruin this farm and if it doesn't take my home, it will have traffic in my front yard!! IT IS MY hope and prayer that NW-2 will be chosen. This would leave this place in tact for me and my children after me.

Thank you,

Ronald C. Bricker

Please print:

Name
Address
City/State/Zip
Phone No.

Ronald C. Bricker
1240 E. Main Road
Macomb, Ill. 61455
(309) 832-3512

Illinois Department of Transportation
Division of Highways/District 4
D. E. Risinger, District Engineer
401 Main Street
Peoria, Illinois 61602-1111
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September 23, 1999

STUDIES & PLANS - PHASE I

FAP Route 315 (IL 336) & FAP Route 310 (U.S. 67)
Macomb Area Study
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00P

Mr. Ronald C. Bricker
1240 Emory Road
Macomb, IL 61455

Dear Mr. Bricker:

Thank you for your comments from the April 28, 1999 public informational meeting at Edison School regarding the Macomb Bypass Study. A copy of your comments is included with this response. As you indicated, the proposed bypass presented at the April 28, 1999 public informational meeting at Edison School showed NW-3 as the preferred alignment. In your comments you mentioned concerns regarding the impact of the preferred NW-3 on your property. Property severances, the impact on property use, agricultural impacts, access, along with environmental and engineering impacts are all factors which are considered in analyzing and determining a proposed alignment location.

Based on further study by the Department and input from you and several others, the Department is studying in detail dropping NW-3 and selecting NW-2 as the preferred alignment. The NW-2 alignment does not bisect your property, as does NW-3, but instead impacts the southeastern corner of your parcel.

The Department will present the recommended alignment, profile, and associated impacts at a public hearing tentatively scheduled in 2000. The public hearing will be used by the Department to receive further public input on the refined alignment location.

Thank you for your interest in the Macomb Bypass Study. If you have further comments or questions, please contact Paul Heeg at (309)671-3462 or Tom Lacy at (309)671-3453.

Very truly yours,

Joseph E. Crowe
District Engineer

Roger E. Rocke

By: Roger Rocke
Acting Program Development Engineer

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cc: Project File (P. Heeg)
Parsons Brinckerhoff (Attn: Mark Henderson)
T. Lacy

June 29, 1999

D.E. Risinger, District Engineer
Illinois Department of Transportation
Division of Highways - District 4
401 Main Street
Peoria IL 61602-1111

Dear Sir:

Whenever a new road project is planned it stands to reason that some people will have to make property sacrifices. The by-pass around Macomb using the northern route will affect the property of John Corson in such a way that he will have to give up the nationally recognized Suffolk sheep flock he has spent years building. Now to some that may not seem important, but John Corson has given freely of his time and flock to serve as an educational tool to many students through the years.

I am an Animal Science instructor in the Department of Agriculture at Western Illinois University and also serve as the coach of the WIU Intercollegiate Livestock Judging Team. John Corson retains his superior sheep flock at his farm located close to WIU and allows me to use his flock for evaluation to teach my students the economic and production values of sheep selection, the merits of superior genetic contributions to a flock and the study of wool and meat qualities which ultimately affect the consumer. His flock is second to none on both the state and national level of the sheep industry. WIU is very fortunate to have John Corson as a good neighbor and friend to education. I appreciate the generosity he extends to my classes and judging teams.

As the livestock judging team coach I network with other colleges and universities in the United States in offering exceptional livestock work-outs when their students are in the Macomb area. John Corson has opened his facilities and flock to schools from many different states, welcomed foreign visitors and encouraged F.F.A. and 4-H members. He has delivered sheep classes for livestock judging work-outs and contests held at WIU as well as served as our contest sheep official on numerous occasions. He has supported the Illinois Ram Test conducted at WIU by performance testing his rams. He donated twelve of his best ewes to the WIU sheep teaching flock to introduce new genetics and make improvements in our flock where we needed changes. There is no replacement or alternative source for John Corson's educational support and sheep interest he gives to Western Illinois University.

It does not seem fair that John Corson should have to give up his farm's sheep production because the by-pass road will not allow his property to remain intact especially when there

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JUN 30 1999
DISTRICT 4 OFFICE
PEORIA, ILL.

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RESPOND BY

could be other route options. By moving the road more to the west through unproductive ground, he could maintain the integrity of his farm which would accommodate his sheep flock.

As important as the road is to Illinois and the area, John Corson is a respected, productive and progressive agriculture resource who has made unselfish contributions relevant to education which Illinois cannot afford to lose. Please consider the northern by-pass route options which would allow for him to continue to operate his successful sheep flock that has the potential to offer numerous advantages to many people including the students at Western Illinois University.

Respectfully,

Bruce A. Engnell

Bruce A. Engnell
WIU Department of Agriculture
2100 N. Wigwam Hollow Road
Macomb, IL 61455

A-209

Paul - Please prepare a response for review. I would suggest mentioning that the department is currently evaluating alignments to address his concerns. Don't say we have picked NW 3/4 until we get through PB & agency agencies.

*Thanks
DTE*

Wiu Western
Illinois
University

AGRICULTURE
UNIVERSITY CIRCLE
MACOMB, IL 61455-1500
(309) 298-1080

July 13, 1999

Illinois Department Transportation
Division of Highways/District 4
D. E. Risinger, District Engineer
401 Main Street
Peoria, Illinois 61602-1111

Dear Mr. Risinger:

It has recently come to my attention that one of the proposed sites for the bypass around Macomb would split the property of Mr. John N. Corson. He owns property in Section 28 of Emmet Township and his address is 13320 E. 900th Street, Macomb.

For many years, Mr. Corson has opened his farm to the Western Illinois University students to observe and conduct research. Also, he has graciously provided the animals and facilities necessary for our students to judge livestock. The ultimate placement of the highway through Mr. Corson's property will determine whether or not this educational relationship can be maintained into the future.

After reviewing the aerial photographs of the affected area, I see a possible opportunity to save taxpayer dollars and reduce the negative impact associated with the building of a highway through Mr. Corson's property. If the adopted plan is to build the highway through the southeast quarter of Section 28, I would recommend the road be constructed closer to Spring Creek. If I correctly understand the current proposed configuration, this would mean a shift of the road to the west. This could reduce the damage of splitting a number of parcels of land (including Mr. Corson's property) "down the middle."

I do hope you will give this suggestion the consideration it deserves. If I can be of assistance, please contact me. Thanks.

Sincerely,

D. E. Terry

Danny E. Terry, Chairman
Western Illinois University
Department of Agriculture
Macomb, IL 61455



(309) 298-1080 (Work)
(309) 298-2280 (Fax)
Danny_Terry@ccmail.wiu.edu

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RESPOND BY		



July 23, 1999

Illinois Department Transportation
Division of Highways/District 4
D. E. Risinger, District Engineer
401 Main Street
Peoria, Illinois 61602-1111

Dear Mr. Risinger:

I recently found out that one of the proposed sites for the bypass around Macomb would split the property of John Corson, Section 28 of Emmett Township -- his address is 13320 E. 900th Street, Macomb.

For several decades, John has opened his farm to the Western Illinois University students to observe and conduct a working sheep farm. Also, he has graciously provided the animals and facilities necessary for our students to judge livestock. Placing the bypass through Mr. Corson's property could well end this relationship by greatly disrupting Mr. Corson's business.

Thus I would recommend the road be constructed closer to Spring Creek. If I correctly understand the current proposed configuration, this would mean a shift of the road to the west. This could reduce the damage of splitting a number of parcels of land (including Mr. Corson's property) "down the middle."

I do hope you will give this suggestion the consideration it deserves. If I can be of assistance, please contact me. Thanks.

Sincerely,

John Carlson

John Carlson, Professor
W.I.U. Agriculture Department



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

July 28, 1999

STUDIES & PLANS - PHASE I

FAP Route 315 (IL 336) & FAP Route 10 (U. S. 67)
Macomb Area Study
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00

Mr. Bronson Van Wyck
2141 Highway 224 East
Tuckerman, Arkansas 72473

Dear Mr. Wyck:

Thank you for your recent phone calls regarding the Macomb Bypass Study. As you requested, included with this letter is a copy of an aerial photograph presented to the public at the April 28, 1999 Public Information Meeting at Edison School in Macomb. Two handouts provided to the public at this meeting are also included with this letter. You are encouraged to send us your written comments about this project. Your comments will be included as part of the official record.

According to our records, the property owned by Agronomics is highlighted in yellow on the aerial exhibit. As can be seen, the alignment NW 2/3 crosses the property. At the April 28 meeting, an individual associated with Agronomics requested that the Department look into shifting the alignment slightly north to eliminate the small trapezoidal section of land between the Hildred Thompson property and the Agronomics property. The Department is currently studying the alignment shift and its impacts, particularly to the interchange at U. S. 67.

The Department is in the process of finalizing the alignment and amount of right-of-way needed. The public will have an opportunity to comment on the final alignment and associated impacts at the final public hearing, which is tentatively scheduled for June of 2000.

Thank you again for your interest in the Macomb Bypass Study. If you have additional questions, please contact Paul Heeg at (309) 671-3462.

M. E. Rippel
Acting District Engineer

Roger E. Rocke

By: Roger E. Rocke
Program Development Engineer

FILED/simg/2winwv/dsd&plstsqad/4enersiph0026

cc: Project File (P. Heeg)
Parsons Brinkerhoff (Attn: M. Henderson)

RECEIVED

AUG - 2 1999

PARSONS BRINKERHOFF
CHICAGO, IL

MACOMB AREA STUDY - PUBLIC MEETING - APRIL 28, 1999

Welcome to the drop-in session for the Macomb Bypass Study.

This session is being held so that the Illinois Department of Transportation can present the most recent

The exhibits show the remaining possible alignments for a four lane freeway in the Northwest and Northeast corridors.

information about the Macomb Bypass project and hear your questions and comments.

The meeting is conducted in an open house format. The exhibits show the remaining possible alignments for a four-lane freeway in the Northwest and Northeast corridors. Please review the exhibits and discuss the project with the representatives present.

We want to hear from you.

Please feel free to ask questions and express your opinions. Your input is important. There are several ways you may comment on the project:

- Illinois Department of Transportation personnel and their consultants are present to answer your questions and receive your comments.
- On the back of this handout is a comment form which you may fill out tonight and drop in the comment box.
- Mail your comments to:
Illinois Department of Transportation
D. E. Risinger, District Engineer
401 Main Street
Peoria, IL 61602-1111

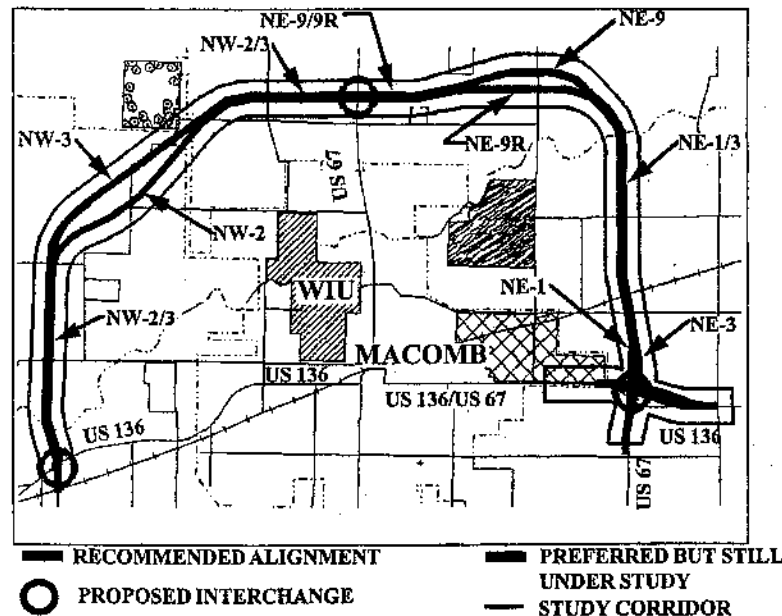
Please feel free to ask questions and express your opinions.

Alignments being considered include:

- Two in the Northwest - NW-2 and NW-3.
- Two in the Northeast - NE-9 and NE-9R.
- Two at US 136 East - NE-1 and NE-3.
- The "No Action" Alternative.

The next step -

- Evaluate and respond to comments received.
- Finalize alignment selection.
- Present the preferred alternate at the next public hearing.



LAVERDIERE CONSTRUCTION, INC.
 General Contractors
 4055 West Jackson Street, Macomb, IL 61455
 309/837-1258 FAX: 309/833-4993
 E-mail: laverd@macomb.com

August 27, 1999

Illinois Department of Transportation
 Division of Highways/District 4
 401 Main Street
 Peoria, IL 61602-1111

RE: Proposed 336 bypass, west of Macomb

At a recent auction I acquired the Russell Thorell property located in Emmet Township, McDonough County. (see attached plat map)

I am concerned that the 336 bypass, as it is now proposed to swing west of Macomb, will split this property in two hindering the continued use of the sand pit as a business, which is the main reason for my purchase. Also, I will soon begin developing and selling residential lots around the lake. At this time, I am requesting that the proposed bypass be located even further west so that I can continue to operate the sand pit as a business.

Or, perhaps, another option might be to locate the bypass completely east of my newly acquired property.

Please give my request consideration while planning the bypass and contact me if you need any additional information.

Sincerely,

Jack Laverdiere
 Jack Laverdiere
 President

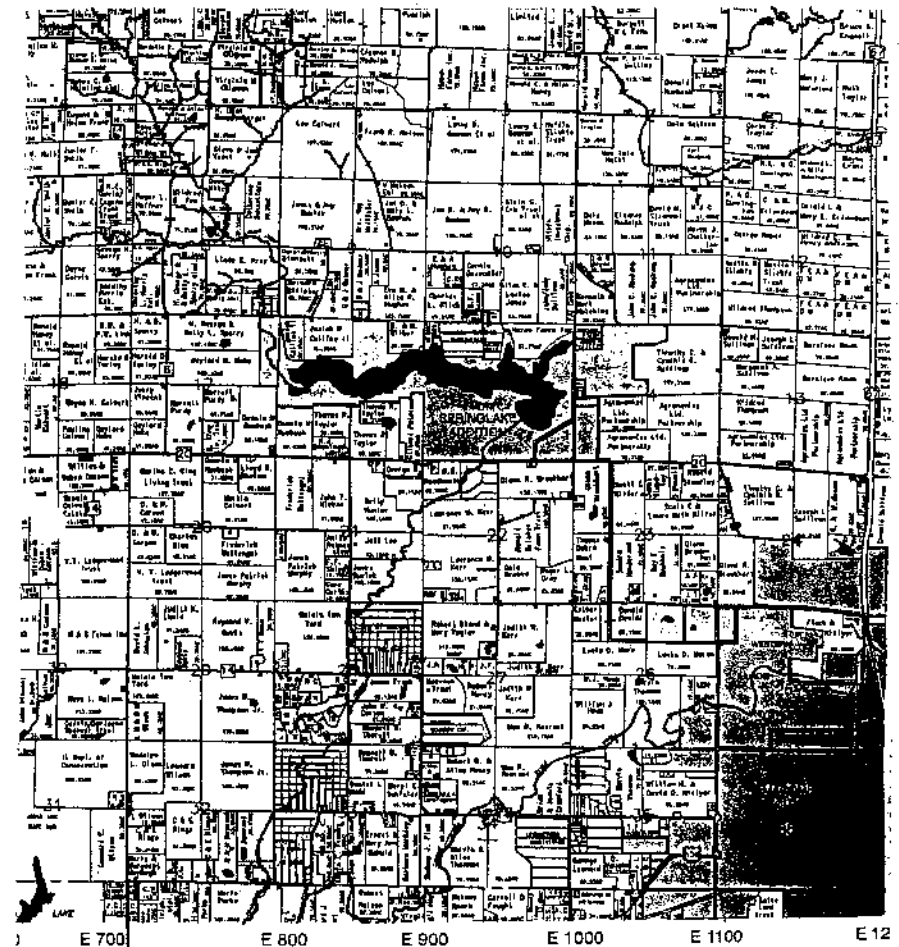
JL/ms

Attachment



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OPERATIONS	<input type="checkbox"/>
PROGRAM DEVELOPMENT	<input checked="" type="checkbox"/>
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PREPARE REPLY FOR D.E. SIGN	<input type="checkbox"/>
INVESTIGATE & REPORT	<input type="checkbox"/>
RETURN	<input type="checkbox"/>

Emmet Township Map T.6 N.-R.3 W.
 See Page 15



See Page 33



September 13, 1999

FAP Route 315 (IL 336) & FAP Route 310 (U.S. 67)

Mr. Jack Laverdiere, President
Laverdiere Construction, Inc.
4055 West Jackson St.
Macomb, IL 61455

Thank you for your August 27, 1999 letter regarding the Macomb Bypass Study. A copy of your letter is included with this response. In your letter you expressed concern regarding the impact of the proposed bypass on your proposed sand pit operation. As you indicated, the proposed bypass presented at the April 28, 1999 public informational meeting at Edison School showed the bypass as bisecting the two Thorell parcels, which are now owned by you. The Department thanks you for notifying us of this change in ownership. Property severances, the impact on property use, access, along with environmental, agricultural, and engineering impacts are all factors which are considered in analyzing and determining a proposed alignment location.

Since the April 28, 1999 public informational meeting, the Department is studying in detail an alignment shift of approximately 450 feet to the west. This western alignment alternate attempts to minimize impacts to your proposed operation and preserves most of your sand pit. A western shift of the alignment completely off of your property is not desirable due to the location of Spring Creek and heavily wooded areas to the west.

Your letter also suggested locating the bypass completely east of your property. In the past few years, the Department has studied three alignment alternates east of the Macomb County Estates subdivision. These alignment alternates were dropped because of extensive environmental impacts.

The Department will present the recommended alignment and associated impacts at a public hearing tentatively scheduled in 2000. The public hearing will be used by the Department to receive further public input on the refined alignment location.

The Department is continuing an analysis of environmental impacts of the proposed bypass. The Department is requesting you permission to allow three Department employees to inspect and photograph the native species of plants and trees on your property in the vicinity of the shifted western alignment alternate. The employees would like to enter your property on Thursday, September 30, weather permitting. A representative from the Department will be contacting you in the next two weeks regarding permission to enter your property.

Very truly yours,

Roger E. Roake

z:\mgt2\winword\old\p\ins\squad9\letters\phil0034.doc

cc: Project File (P. Haeg)
T. Lacy
Parsons Brinckerhoff (Attn: Mark Henderson)

A-214



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

September 14, 1999

RECEIVED

SEP 17 1999

Peoria, Illinois
CHICAGO, IL

STUDIES & PLANS - PHASE I

FAP Route 315 (IL 336) & FAP Route 310 (U.S. 67)

Macomb Area Study

McDonough County

Job No. P-94-152-91

Catalog No. 031483-00P

Dean and Sharon Chenoweth
8830 E. 1100th St.
Macomb, IL 61455

Dear Mr. and Mrs. Chenoweth:

Thank you for your comments from the April 28, 1999 public informational meeting at Edison School regarding the Macomb Bypass Study. A copy of your comments are included with this response. As you indicated, the proposed bypass presented at the April 28, 1999 public informational meeting at Edison School showed your property just south of US 136 on the west side of Macomb as being impacted. The proposed interchange at US 136 and the IL 336 alignment in this vicinity were presented to the public at a public hearing held on November 5 and 6, 1997. Property severances, the impact on property use, agricultural impacts, access, along with environmental and engineering impacts are all factors which are considered in analyzing and determining a proposed alignment location.

The Department will present the recommended bypass alignment, profile, and associated impacts at a public hearing tentatively scheduled in 2000. The public hearing will be used by the Department to receive further public input on the refined alignment location.

In your comments you also asked the Department to seriously consider installing traffic signals at the intersection of Wigwam Hollow Rd. and Jackson St. (US 136). The installation of traffic signals at Wigwam Hollow / Jackson St. is currently underway and is part of a larger project that includes the resurfacing of Jackson St. from Deere Rd. to Ward St. This project is expected to be completed by this winter.

Mr. Dean & Sharon Chenoweth
September 14, 1999
Page 2

Thank you for your interest in highway improvements in McDonough County. If you have further comments or questions, please contact Paul Heeg at (309)671-3462.

Very truly yours,

Mike Rippel
Acting District Engineer

R. E. Rocke

By: Roger Rocke
Acting Program Development Engineer

s:\mg\2\w\word\std&pln\sqnd\p\lct\exph\0039.doc

cc: Project File (P. Heeg)
Parsons Brinckerhoff (Attn: Mark Henderson)

A-215



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

March 13, 2000

STUDIES & PLANS - PHASE I

FAP Route 315 (IL 336) & FAP Route 310 (U.S. 67)
Macomb Area Study
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00P

Mr. Robert Foxall
1115 E. Carol St.
Macomb, IL 61455

Dear Mr. Foxall:

Thank you for recent telephone call regarding the Macomb Bypass Study. You inquired about the impacts of the Macomb Bypass north of CH 14. As you mentioned, you own property in the northwest corner of the intersection of CH 14 (1350 N) and 900 E.

A public informational meeting regarding the Macomb Bypass was held at Edison School on April 28, 1999. Included with this letter is an excerpt from one of the exhibits displayed at the meeting. Two handouts provided at the meeting are also included for your comments. Any comments you send in will be included as part of the official project record. Based on further study by the Department and on comments received since the April 28 meeting, the Department is studying a westward alignment shift of up to 500 feet between the valley north of the river and CH 14. This western alignment alternate attempts to minimize impacts to bird habitats and wetlands north of the river. The particular bird habitats affected include the brown creeper, henslow's sparrow, and loggerhead shrike. The impact to these bird habitats and others are being addressed in the Department's environmental impact statement for the Macomb Bypass study. The western alignment under study is located on the west side of the bird habitats as opposed to more directly through them, as was presented at the April 28 meeting. A western alignment shift also reduces the impact of property severances for the property owners north of Adams St. and increases the distance of the bypass from residents along 900E. Locating the alignment further west is not desirable due to the location of Spring Creek, residential areas, and heavily wooded areas to the west. The western alignment currently under study is located approximately 1000 feet east of Flint Rd..

You specifically asked about impacts of the bypass to the existing pond located just west of the point where 900 E turns 90 degrees eastward. The eastern right-of-way limits of the alignment currently under study is separated from the western edge of the pond by over 150 feet. Wetlands, such as this pond, have been identified and evaluated by the Department. Impacts to wetlands are significant

factors which are considered in analyzing and determining a proposed alignment location.

The Department is also studying in detail dropping NW-3 as the preferred alignment in favor of NW-2. The NW-2 alignment minimizes impacts to the wooded area north of CH 14. This wooded area is a continuation of the woodland around Spring Lake. The NW-2 alignment follows the edge of the wooded area and does not cause the woodland fragmentation that occurs with NW-3.

The Department's landscape architects are currently studying the native plants and trees within the project limits and will be working on a plan for tree replacement and native plantings. Where possible, the Department is studying purchasing land and extending existing wooded areas, such as the 165 acres north of CH 14, to expand the natural habitat of impacted wildlife.

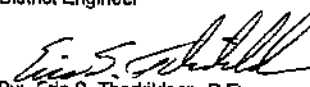
In addition to studying a western alignment shift of up to 500 feet to the west, the Department is studying lowering the proposed bypass profile north of Adams St. and north of CH 14. A lower bypass profile places the alignment in a "cut" section, which attempts to minimize visual and noise impacts for the residents along 900E. A detailed noise study is currently underway.

The Department will present the recommended alignment, profile, and associated impacts at a public hearing tentatively scheduled in 2000. The public hearing will be used by the Department to receive further public input on the refined alignment location.

Thank you for your interest in the Macomb Bypass. If you have further comments or questions, please contact Paul Heeg at (309)671-3462.

Very truly yours,

Joseph E. Crowe, P.E.
District Engineer


By: Eric S. Therkildsen, P.E.
Program Development Engineer

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cc: Project File (P. Heeg)
Parsons Brinckerhoff (Attn: Mark Henderson)



ILLINOIS
DEPARTMENT OF
NATURAL RESOURCES

324 South Second Street, Springfield 62701-1787

Jim Edgar, Governor • Brent Manning, Director

RECEIVED

ENDANGERED SPECIES CONSULTATION PROGRAM
AGENCY ACTION REPORT

AUG 23 1996

Dept. of Natural Resources
Date Submitted: August 19, 1996
Is this a Resubmittal? [Yes/No] Please circle one
If "Yes", enter PROJCODE: _____

PROJCODE: 38511
2360
Date Due: 9/23/96

For Office Use Only

Agency Name: Illinois Department of Transportation
Contact Person: Barb Treger
Agency Address: Bureau of Design and Environment, Room 330 Phone: (217)785-0202
2300 South Dirksen Parkway, Springfield, IL 62764 E-mail: _____

DESCRIBE PRECISE LOCATION OF PROPOSED ACTION:

Project Name: FA 315/FA310 (IL 336/US 67)
County(ies): McDonough
City/Town: Macomb
Township/Range/Section: various
U.S.G.S. Quad Map Name(s): Colchester, Macomb, Bardolph, Bushnell West, Good Hope
Brief Description of the Proposed Action: Construction of a bypass around Macomb

Please enclose a map delineating the location of the proposed action, and return to Dr. Deanna Glosser at the SPRINGFIELD address above.

FOR NATURAL RESOURCE REVIEW & COORDINATION USE ONLY

QUADCODE(S): 4009047 4009046 4009045 4009055 (TC)

Are there threatened/endangered species or natural areas located within the vicinity of the project? [Yes] [No]

Is the proposed project likely to adversely affect the threatened/endangered species or INAI sites? [Yes] [No]

The consultation process is terminated? [Yes] [No]

If "No", complete the enclosed Detailed Agency Action Report to continue the consultation process.

Comments: Melanthium virginicum approx 1/2 mile North of the Southern Route.
Recommend survey of proposed route for prairie habitat which may
support populations of Melanthium. See Macomb quad map for locations.
Evaluation/Approved by: Survey for Loggerhead shrikes.

Kim M. Ruan
Deanna Glosser, Ph.D.
Chief, Div. of Natural Resource Review & Coordination

8-27-96
Date

Effective July 1, 1995, the Illinois Department of Natural Resources was created through the consolidation of the Illinois Department of Conservation, Department of Mines and Minerals, Abandoned Mined Lands Reclamation Council, the Department of Transportation's Division of Water Resources, and the Illinois State Museum and Scientific Surveys from the Illinois Department of Energy and Natural Resources.

[printed on recycled and recyclable paper]

A-217